

# ALL HANDS



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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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• **FRONT COVER: BRINGING HER IN**—Bridge gang of USS Rankin (AKA 103) works on the attack cargo ship's flying bridge as the navigator stands by the pelorus to take cuts as the ship enters heavy harbor traffic.

• **AT LEFT: GOING TO SEA**: Small mobile crane is loaded aboard a beached LCU while DUKWs roll through doors of USS St. Clair County (LST 1096) during preparations for joint Navy-Marine amphibious exercises in Pacific.

• **CREDITS**: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Sequence on page 40 by Larry Sharkey, Los Angeles Times.



**DAMAGE CONTROL** team member goes overboard for his ship as he repairs damage to ship's hull that was caused by running afoul of floating ice.

**D**AMAGE CONTROL is a term to conjure with during time of war—for some outstanding examples of what DC teams can do, check their accomplishments in World War II. But in peacetime most Navymen tend to forget about damage control until a period of general drills finds them on a repair party—or until some unforeseen mishap demands the courage and latent talents of every man jack in the ship's crew.

In war, in peace, in port or at sea, damage control know-how is one of the most vital bodies of knowledge possessed by the Navyman. Two recent collisions—that of *uss Eaton* (DDE 510) with *Wisconsin* (BB 64) and *uss Floyd B. Parks* (DD 884) with the heavy

cruiser *Columbus* (CA 74)—are examples of how damage control can keep an accident from becoming a major tragedy.

*Parks* and *Columbus* crossed courses while engaged in night maneuvers in the South China Sea area, some 250 miles off the Luzon coast. The resulting collision cost *Parks* two men lost and 50 feet of bow; further loss was prevented by the rapid, effective damage control aboard the destroyer. Repair parties in the after part of the destroyer were the first to muster, and they set watertight integrity throughout that area before heading forward to help control damage where it was greatest.

Since attempts to pump out

*Parks'* flooded forward compartments were not successful, all effort was concentrated on establishing a watertight boundary at the first watertight bulkhead aft of that compartment. A new boat boom had to be cut up in the process, but shoring was completed in record time.

Escort destroyer *uss Eaton* (DDE 510) sustained a 30-foot gash in her bow while underway in fog-bound waters near Cape Henry, Va. Coming about in response to a man overboard call, *Eaton* inadvertently crossed *Wisconsin's* bow and collided, but here again hair-trigger DC measures quickly lessened any chance of sinking. A salvage ship and a fleet tug were dispatched to *Eaton's* aid and both ships made port without further incident.

To go back to World War II—take the cases of *uss New Orleans*

## DC Teams Make

(CA 32) and *Minneapolis* (CA 36), both badly damaged during the Battle for Tassafaronga (off Guadalcanal) at the very end of November 1942. *Minneapolis*, hit by a spread of torpedoes as well as a rain of enemy main battery fire from cruisers and destroyers, wound up aflame and flooding as the enemy force attempted to retire. The flooding water helped to hold in check fires which soon were extinguished by efficient fire-fighting teams.

While her main battery continued to blast the enemy, all available hands in CA 36 were turned to pumping, shoring, patching and jettisoning heavy gear to reduce the cruiser's list. Despite brief loss of steering control, "Minnie" made her way to the secluded harbor of Tulagi, 18 miles away, all the while continuing to jettison heavy gear.

Once in the harbor *Minneapolis* was moored to coconut trees and stumps, while Seabees and a minesweeper's salvage pumps helped the ship's crew make sufficient repairs to hold up during the long haul home to Mare Island.

*New Orleans* in the same engagement was hit by an enemy torpedo which exploded thousands of gallons of gasoline and a forward magazine. The forward section of the hull (including Turret No. 1) was blown away and scraped aft along

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the cruiser's port side, damaging one of the propellers.

Heroic damage control teamwork kept *New Orleans* afloat despite the crushing blow. Although she had settled some 12 feet by the head, the cruiser headed for Tulagi, her damaged prop, a disrupted communications system and torn pieces of the hull projecting forward making the ship almost unmanageable. Only the forward bulkheads — and her damage control measures — kept her from sinking. Aided by a destroyer, *New Orleans* finally reached Tulagi, where coconut trees were once more put to work: logs were used to shore up bulkheads, limbs and leaves for camouflage from Jap planes flying overhead.

Twelve days later the vessel was ready for the 1700-mile trip to Australia and fitting of a temporary



FAST DC WORK kept USS Floyd B. Parks (DD 884) floating. Below: Damage control teams of USS Valcour (AVP 55) saved the stricken Italian *Argea Prima*.

## Masters of Fire, Flood, Disaster

bow before undertaking the long cruise to Puget Sound and more permanent repairs.

Naval historian Samuel Eliot Morison has pointed out that "Damage control — the ability to quench fire, halt flooding and patch machinery — an orphan trade in the prewar Navy, so matured that after 1943 only one fast carrier (*Princeton*) was lost, although *Franklin* and *Bunker Hill* suffered grievous damage."

The story of CAs 32 and 36 gives you an idea of what helped mature this "orphan trade," and the lessons learned during the war led directly to establishment of the damage controlman rating in 1948, when the entire enlisted rating structure was revised. The new DC rating combined a number of skills which were already familiar to Navymen — carpentry, painting, fire-fighting and welding, to name a few. And, as the name suggests, DCs were primarily responsible for practical application of the science of repair; hence any skill relating to repair was also of interest to the DC.

Strikers in the new rating soon learned such basic damage control objectives as:

- Take all practicable measures before damage occurs, including maintenance of watertight and fumetight integrity, reserve buoyancy and stability, the removal of fire hazards,





**HOT STUFF** — Engineer, LTJG A. J. Berardo, of *Valcour* inspects damage. Below: DC men repair shrapnel-scarred bulkhead of *USS Collett* (DD 730).



and upkeep and distribution of emergency equipment.

- Minimize and localize damage, when it does occur, by such measures as control of flooding, preservation of stability and buoyancy, fire-fighting and first aid treatment for injured personnel.

- Accomplish emergency repairs and restoration of damaged vital systems as quickly as possible after damage occurs, by such measures as supplying casualty power, regaining a safe margin of stability and buoyancy, replacing essential structure, and manning essential equipment. (The restoration of vital systems requires a good knowledge of the fire main and drainage systems, compressed air system and a maze of power lines.)

While these sound pretty defensive in character, damage control is offensive in the sense that the ship's ability to inflict punishment upon or destroy the enemy is affected by how well damage is controlled.

To keep a Navy ship afloat despite collision, fire, or grave battle damage, and to keep this damage as small as possible, a number of precautions have been taken by BuShips long before a crew boards her. The design of the ship, in so far as possible, incorporates the strength, stability and watertight integrity necessary to resist damage and possible sinking. Inflammable materials — woods, fabrics, paints, linoleum, etc., — have either been removed, replaced by fire-resisting materials, or safeguarded in some other fashion.

Once she goes into operation, damage controlmen do the day-to-day jobs required to keep your ship's safety at a peak. A 24-hour DC watch is maintained at all times, as a combined security and fire watch. The men on this watch patrol the ship looking for fire, fire hazards, leaking valves or piping. Other routine duties include checking and reporting on hull conditions such as preservation and watertight integrity. The fire main, drainage systems, ventilation and fresh-water systems, along with their valves and closures are tested regularly. Damage control equipment such as "handy billy" pumps, electric submersible pumps, rescue breathing apparatus and shallow-water diving equipment are also tested.

A savvy DC knows your ship from

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**VALCOUR MEN** spray down hot decks of Italian tanker. *Below: Training group enters smoke-filled compartment.*

top to bottom—and he knows that all lives aboard may depend upon how well he does his job. Inner bottoms, feed and fuel tanks, fresh water tanks, and cofferdams hold no secrets from him; he knows how to operate pumping equipment and what's on compartment check-off lists. He's familiar with fire-fighting and fire-fighting gear. If your ship has a carpenter shop, he will maintain the ship's boats and may also knock out boxes and crates, bulletin boards or blackboards—but his main job is still the protection of your ship and her crew.

Every man who's been to sea long enough to participate in a series of general drills knows, however, that there's a great deal more to damage control than a few watertight doors and DCs to check valves and openings which must be closed when the alarm sounds. Within the battle organization of every combatant ship there is a damage control organization which is a temporary set-up and includes personnel in many rates who are assigned to help DCs in performing the jobs made necessary by battle (or accidental) damage.

Before examining that set-up, however, let's take a gander at your shipboard Watch, Quarter and Station Bill as outlined in the Ship's Organization Book. Here, in addition to bills for cleaning, maintenance

and battle stations, you will find others for repair, collision, fire, abandoning ship, salvage, jettisoning, gas defense and radiological safety. Your division's Watch, Quarter & Station Bill is made up in accordance with this book, and lists your billet number and where you should report when any of the above bills is put into effect—even if it's only a drill. For some of these you most likely will report to your regular mustering station, but you will most certainly have a battle station, an abandon-ship station, and a station to report to in case of fire or collision.

Hand in glove with your emergency bills is your shipboard damage control organization, headed by a Damage Control Assistant to the Engineering Officer. The DC assistant insures that personnel are available to fill the billets in the various repair parties, and to man Damage Control Central (the "mastermind" headquarters of the DC organization).

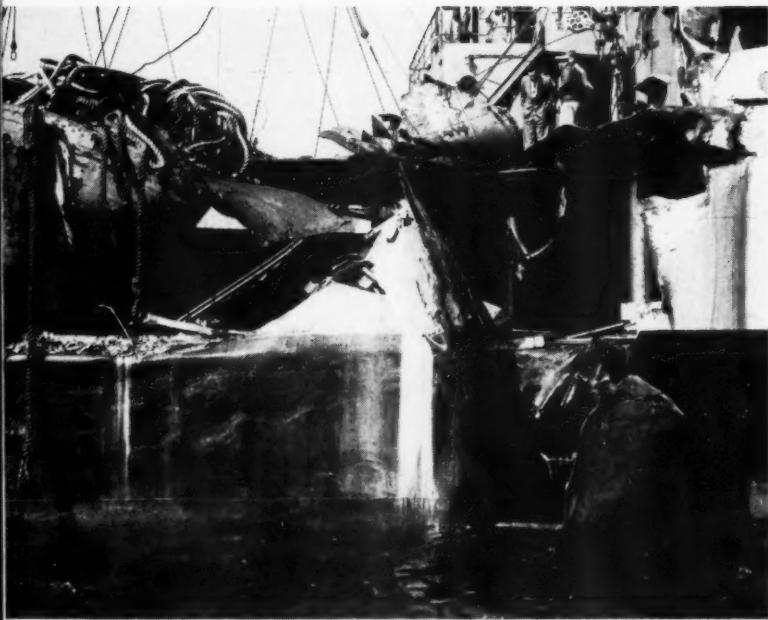
DC Central, located in a well protected spot, collects and compares reports from various repair parties in order to determine the condition of the ship and what action should be taken to correct any potentially dangerous condition. Reports from the different repair parties are carefully checked and

immediate action taken to isolate damaged systems and repair them in the most logical manner.

Among the personnel manning DC Central on larger ships will be a stability control officer; a casualty board operator; a damage analyst; fuel oil, electrical and ordnance representatives; and several phone talkers who are trained to receive, de-







**KNOWLEDGE** of ship from bow to stern enables DC men to meet emergencies. Despite sea pouring through hull MSTC cargo ship makes port.

liver and record messages.

Arrangements are also made for other repair stations (in designated order) to take charge of damage control activities if the central station is destroyed or knocked out of communication with other stations.

Your larger ships (cruisers and battleships) will have at least the following six repair parties:

- Repair 1 (deck repair party), usually with the first lieutenant or ship's boatswain in charge. This party is made up of deck petty offi-

cers and nonrated men, storekeepers, radiomen, electrician's mates, hospital corpsmen and perhaps engineering petty officers.

- Repair 2 (forward repair party) also has an officer in charge, and is composed of artificers (both deck and engineer), electrician's mates, storekeepers, corpsmen and nonrated men.

- Repair 3 (after repair party), which is similar in makeup to Repair 2.

- Repair 4 (amidships repair

party), also similar to Repair 2.

- Repair 5 (main propulsion repair party), which includes a broad cross section of engineering ratings qualified in repair of electrical machinery and equipment, and qualified reliefs for various engineering watch stations.

- Repair 6 (ordnance repair party), composed of gunner's mates, fire controlmen, and electrician's mates, usually under command of the ship's gunner. Usually, too, this party is divided into forward and after sub-groups.

Carriers will have two additional repair parties (gasoline repair party and flight deck repair party), while smaller Navy ships may do with just two (designated *forward* and *after* repair parties).

Examples are plentiful of the effectiveness of this set-up and of the development of those damage control procedures which were embryonic at the beginning of World War II. One outstanding example of topnotch damage control organization and effectiveness is the case of *uss Ernest G. Small* (DDR 838).

*Small*, during the Korean fracas, struck a submerged mine while leaving the harbor of Hungnam after a day of bombardment. The resulting blast ripped a 50-foot deck-to-keel hole in the destroyer's port side, abreast of number two mount. Luckily *Small's* crewmen were still at general quarters, her repair parties ready for anything. Damage control began immediately, with the isolation of power and steam lines, the quick action localizing the damage as much as possible.

As the destroyer crept toward port, sea action on the weakened forward section of the ship caused it to work loose and go floating off on its own. Her damage control measures had been such, however, that loss of the bow section did not endanger the remainder of the ship.

The fleet tug *uss Hitchiti* (ATF 103) eventually towed the DDR into Kure, where a Japanese firm outfitted *Small* with a stub bow for the long cruise back to Long Beach. At Terminal Island the bow from an "identical twin" of *Small's*—the partially-completed *uss Seymour D. Owens* (DD 767)—replaced the stubby temporary one.

Or take *uss Bennington* (CVA 20): She was en route from Norfolk, Va., to Quonset Point, R. I., conducting air operations when a series

**MANY SKILLS** are required of DC teams. Here crewmen of *USS Collett* repair bulkhead damaged by enemy gun fire during landings at Inchon, Korea.



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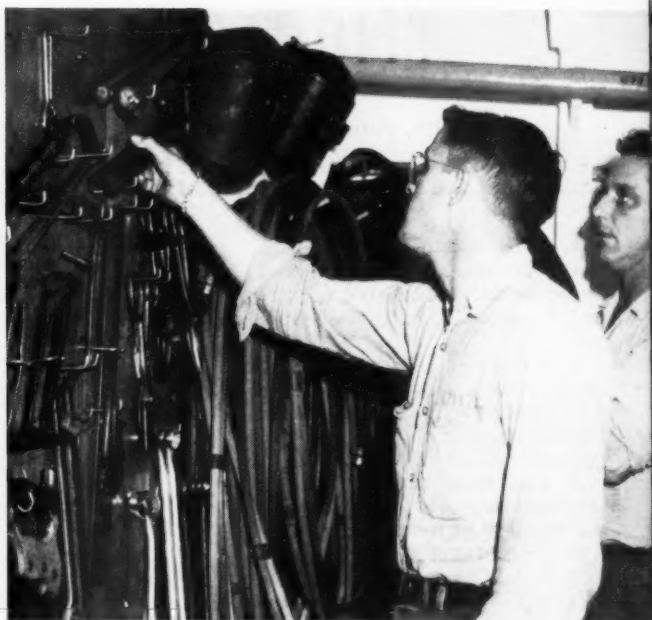
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WELDING WELDING equipment is one of DC's duties. Rf: DC issue-room of USS Bryce Canyon (AD 36) is inspected.

of violent explosions spread flames, flash fires, intense heat and dense smoke through the forward section of the ship. Crewmen immediately put to use the knowledge gained in dozens of general drill sessions to effect emergency damage control measures and rescue shipmates.

From the first explosion until the last tongue of flame, the crew of the stricken carrier, damage controlmen, seamen, airmen, yeomen — all rates, all ratings — fought deadly fumes, flames and the red hot twisted steel to bring the fires under control and prevent further damage.

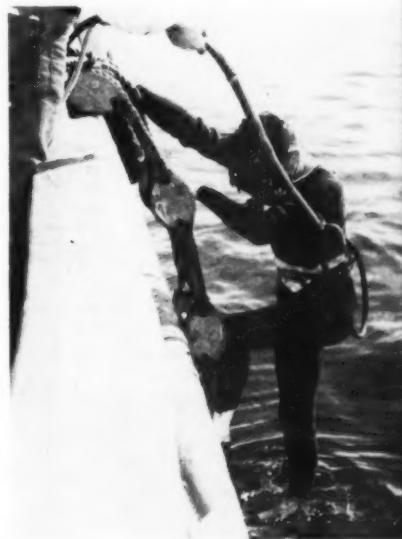
Exaxmples of effective — but individual — damage control can be found long before World War II and the days of a tight DC organization, however. Back in 1862 Seaman Thomas Barton, while serving on board USS *Hunchback*, received the Medal of Honor for his courage and prompt action in dousing an ignited shell, with cartridge attached, which had fallen out of a howitzer onto the wooden deck.

Quartermaster James Brown received the same honor in 1864 for an intriguing bit of damage control: Brown was serving in USS *Albatross* during action against Fort De Russy in the Red River area on 4 May 1863. After the steering wheel and wheel ropes had been shot away by Confederate fire, Brown — disregarding close musketry fire from the

shore — climbed up on the gun platform of the quarterdeck and rendered invaluable assistance by his expert management of the relieving tackles in extricating the vessel from a perilous position. (Relieving tackles are tackles hooked to the tiller to steer the ship in case of accident to wheel or wheel ropes.)

Back in those days the control of damage was very much an all hands job, and all hands took pride in knowing what to do in an emergency to save their buddies and their ship. Today, even with efficient repair parties and a closely organized damage control system, it is still an all hands evolution. At the same time it is a phase of your military responsibility which becomes increasingly important as your Navy moves into an age of nuclear power.

—Barney Baugh, JO1, USN.



A CHIEF DAMAGE controlman dons shallow-water diving gear to inspect damage. Below: USS *Franklin* of WW II was saved in spite of heavy damage.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **OPEN RATES**—The Chief of Naval Personnel has promulgated directives listing a number of rates which are "open" for the following purposes:

1. Enlistment or reenlistment of Naval Reserve personnel on active duty who desire to transfer to the Regular Navy in their present pay grade;

2. Acceptance for active duty of volunteers from the Naval Reserve and Naval Fleet Reserve; and

3. Reenlistment in the grade they held at time of discharge for personnel who have been discharged more than three months but less than one year.

The following rates are open for personnel in the three categories listed above: QM1, 2, 3; RDC, 1, 2, 3; SO1, 2, 3; TM2, 3; GM2, 3; GSC, 1, 2, 3; FT1, 2, 3; MN2, 3; ET1, 2, 3; IM2, 3; OM2, 3; TE1, 2, 3; RMC, 1, 2, 3; CT1, 2, 3; YN2, 3; PN2, 3; MA2, 3; SK2, 3; DK2, 3; CS3; SH3; JO2, 3; LI3; DMC, 1, 2, 3; MU1, 2, 3; MM1, 2, 3; EN2, 3; MR1, 2, 3; BT1, 2, 3; EM1, 2, 3; IC1, 2, 3; ME2, 3; FP2, 3; DC3; PM2, 3; ML3; SV1, 2, 3; CE1, 2, 3; CD3; CM3; BU1, 2, 3; SW1, 2, 3; UT1, 2, 3; AD2, 3; AT1, 2, 3; AO2, 3; AQC, 1, 2, 3; CF1, 2, 3; AC1, 2, 3; AEC, 1, 2, 3; AM2, 3; PR2, 3; AG1, 2, 3; TD2, 3; AK2, 3; PH2, 3; HM3; DT2, 3.

In addition, the following rates are open for men in Category Two: SN, SA, SR; FN, FA, FR; CN, CP, CR; AN, AA, AR; HN, HA, HR; DN, DA, DR.

Other information on these pro-

grams may be found in BuPers Notice 1130 of 5 Jun 1956, BuPers Notice of 17 May 1956 and Recruiting Service Note 140-56 of 14 May 1956.

• **RATING REVISIONS**—One general service rating (boilermaker) is being reestablished and three more changes in emergency service ratings are in the works.

In the emergency service category, Draftsman L (Lithographic) is being disestablished. Newly established in the emergency category are Fire Control Technician L (Integrated Systems) and Fire Control Technician E (Electromechanical).

The new boilermaker rating will be limited to pay grades E-6 and E-7. Changes of rating to boilermaker can not be made until specific instructions have been promulgated.

• **SS DESIGNATOR**—All enlisted personnel qualified in submarines are reminded to use the SS designator after their rate.

The SS designator should be used at all times in official correspondence, orders, availability reports, requests and by all means in the individual's service record.

Qualified submariners are reminded that if they do not carry the SS designator they will not be assigned to submarine duty.

If for some reason your SS designator has been dropped unofficially, you should check with your present command to have it restored. If your command cannot show that you are qualified in submarines, then you should submit an official letter

via your commanding officer to the Chief of Naval Personnel (Attn: Pers B-2131) requesting that your duplicate service record be examined to determine your eligibility and have your SS designator restored.

Personnel who have been disqualified from further submarine duty for any reason other than physical are not eligible for restoration of their SS designator.

Those who were physically disqualified and have since requalified are eligible to have their submarine designator restored and can be returned to submarine duty.

Detailed information concerning restoration of SS designators can be found in BuPers Inst. 1540.2B and Article C-7404, *BuPers Manual*.

• **VOLUNTEER FOR GS RATING**—An attractive and rapid path of advancement is in store for career second and third class petty officers in 22 different ratings who apply for conversion to the guided missileman rating.

The increasing emphasis upon the guided missile aspects of modern warfare has caused an extreme demand for highly skilled enlisted men within the Navy. BuPers Inst. 1440.16A asks for volunteers for a new Navy program designed to meet these growing needs and at the same time offers outstanding opportunities to the men who enter the new and expanding guided missile field.

Career enlisted personnel of pay grades E-4 and E-5 of the following ratings, who have a combined ARI-MECH score of 110 are eligible to apply for the GS conversion program: BM, GM, IM, OM, YN, PN, MA, DK, CS, SH, LI, EN, ME, EP, DC, PM, ML, SV, CD, CM, SW and SD. Applicants are particularly desired from BM, GM, LI, ME, EP, DC, CM and SD.

Applicants must have a minimum of three years' and a maximum of 12 years' active duty with five years'



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obligated service. Persons having less than five years' obligated service must agree to extend their enlistment for a period of one, two, three or four years as necessary. In cases where the extension or reextension exceeds four years in any one enlistment, the Chief of Naval Personnel will, upon request, authorize discharge for the purpose of an immediate six-year reenlistment.

Personnel selected for the GS conversion training will be assigned to a 20-week course in basic electronics at the U.S. Naval Schools Command, Treasure Island, San Francisco, Calif., and then to a 12-week missile phase at either Dam Neck, Va., Pomona, Calif., or Mishawaka, Ind.

Accepted applicants who cannot be assigned to school immediately, will be placed on a waiting list and assigned at a later date in the same order as their applications were received.

Upon successful completion of both phases of the conversion training, the rating of graduates will be immediately changed to GS in the same pay grade.

#### • PER DIEM FOR MOBILE UNITS

—Everyone required to be absent from his permanent duty station in connection with official duties will, in the future, be issued temporary additional duty orders.

This directive was handed down by the Secretary of the Navy so that all personnel will be entitled to appropriate per diem allowances provided in *Joint Travel Regulations* whether or not quarters or subsistence are available at the point of their TAD.

SecNav Inst. 7220.19 states that members of mobile units (including aviation, mobile construction battalions, mobile ship repair units, etc., which are part of the operating forces) performing TAD away from their permanent duty station shall be issued TAD orders and are entitled to per diem allowances for travel and time served at the TAD station. Also, when an entire mobile unit is ordered away from its permanent station, all personnel deployed shall be issued TAD orders and shall be entitled to payment of per diem allowances.

SecNav Inst. 7220.19 further states that members currently deployed without TAD orders will be issued TAD orders upon receipt of

the instruction and be paid per diem allowance from the date the written TAD orders are actually issued, but confirming TAD orders may not be issued to members who have completed a period of TAD for which the required written orders were not issued.

#### • TRAILER ALLOWANCE SURVEY—

A survey is now underway to determine the actual expenses being paid by Navymen in moving house trailers between duty stations within the continental United States. The main purpose of the survey is to determine whether the allowance now prescribed for trailers towed by private auto is valid; however, the results of the study may also provide the basis for an adjustment of the maximum allowance.

DD Form 1139 (House Trailer Transportation Cost Survey) will be used for the study and is now available at district publication and printing offices. One copy of the form will be furnished to each house trailer owner before commencement of travel under orders directing him to report to a new duty station. The Navyman will deliver the completed original form to his disbursing officer, along with his claim for reimbursement of the money expended in moving his house trailer between duty stations.

The disbursing officer will review the form for completeness, fill in the portion marked for his signature, and forward it to the Chief of Naval Personnel (Pers E3).

The survey will end 31 Dec 1956.

#### • SHIPMENT OF AUTOS—

Private automobiles owned by service personnel may now be transported to or from overseas stations by privately-owned vessels sailing under the American flag, provided transportation of such vehicles at government expense is otherwise authorized by law.

Pending revision of paragraphs 29200-1A, B and C of the *BUSandA Manual* and Marine Corps Order 4050.1, either privately-owned or government-owned vessels may be utilized for transportation of autos of personnel for whom such transportation heretofore has been authorized only on government vessels.

The basis for this change is Public Law 538, AInav 17 of 31 May 1956 announced upcoming changes to the regulatory publications.

## QUIZ AWEIGH

Take ten, a cup of coffee and then see if you can take this month's quiz in six easy strokes. If you know your Navy, this will be easy sailing. On the other hand, if you've neglected your nautical knowledge, you might find yourself at sea.



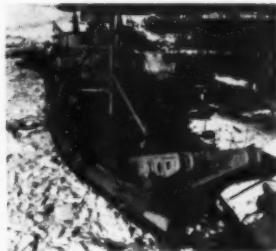
1. This ship is the USS Abnaki. She is (a) submarine rescue vessel (b) coastal minesweeper (c) fleet ocean tug.

2. Ships of this type have an average length of (a) 205 feet (b) 141 feet (c) 311 feet.



3. These men are indulging in an ancient Navy custom called (a) swabbing (b) holystoning (c) caulking.

4. The primary purpose of this activity is to (a) fill cracks in the deck (b) clean the deck (c) keep them in good physical condition.



5. It's not often that you see a ship of this type. It is a net-laying ship and carries the designation of (a) NA (b) NL (c) AN.

6. Ships of this type are named after monitors formerly on the Navy list and (a) volcanoes (b) mountains (c) trees.

Answers are on page 49.





BRUSH-OFF (above) and decontamination bath (below) protected the divers.

## A Hot Job on the Ocean's Floor



**A** BIG HANG-OVER from World War II—one that was giving seven Navymen quite a headache—has finally been relieved. These sailors, all explosive ordnance disposal experts, had the granddaddy of all disposal jobs to work on since fall of 1955.

In a daring underwater operation in Tokyo Bay they removed 161 lethal liquid mustard gas shells that were dropped into 30 feet of water some ten years ago by the Japanese.

Moving with caution on the tricky bottom of the Bay, 55 yards offshore from the Naval Station, the ordnance disposaleers slid these deadly shells into new steel casings. This was necessary to prevent human contact with the searing liquid that had seeped through the shells when they were raised to a barge for final disposal.

Although the new steel covers minimized the danger of burns from shell seepage when they were lifted to the surface, raising them to the barge was as dangerous as the underwater phase of the operation.

The shells were raised with a single whip rig powered by a winch from a net gate vessel. A crane barge was tried first but it proved difficult to hold in position above the shells.

LTJG Larry Paxson, USNR, officer

in charge of the detail, explained it this way.

"There was always that one-in-a-million chance that one of those bombs might explode. Raising them provided a greater chance for detonation—the greatest chance of the entire operation."

The surfacing operation went like this. After the diver hooked an encased shell to the winch cable it was pulled aboard the barge by Chief Petty Officers John L. Richards, usn, and Clarence T. Smith, usn. They washed it down with a neutralizing solution of calcium hypochlorite. The shells were then gently stacked in the barge. This solution was also used to wash the divers and their equipment each time they came up.

The chiefs, who also pulled their share of diving work, wore long rubber gloves, goggles and heavy rubber suits to prevent possibility of burns from further leakage caused during stacking or by internal ex-

pansion as a result of decreased pressure after the shells were removed from the bottom.

When the shells had all been loaded into the barge, the lethal load was towed far out to sea by *uss Takelma* (ATF 113) and dumped into more than 4,000 fathoms of water.

The story of the shells goes back to the end of World War II when the Japanese mistakenly dumped them into shallow water close to shore.

They were discovered about eight years later by local salvage crews looking for scrap iron. They informed the Japanese Maritime Self Defense Board which in turn hired salvage crews in an attempt to bring up the shells. After several Japanese had received burns, the U.S. Navy was asked to help.

The Japanese gathered the shells into one centralized spot and the Explosive Ordnance Disposal Team from U.S. Naval Ordnance Facility at Yokosuka began the job of getting them out of the water and loaded onto a barge. Handling the shells with Paxson, Richards, and Smith were Paul A. Wells MN1, usn, William W. Chambers, GM2, usn, James D. Connors, TM2, usn, and Alfred H. Spinks, MN1, usn.

"We kept gas masks within reach



at all times," the officer-in-charge of the disposal crew said. "The gas inside the shells was in liquid form but if one had exploded it would have splattered the stuff 50 to 100 yards in all directions. The fumes in such a case would have damaged a man's lungs in short order.

"The threat of external burns was much greater as the water inside the new cases still contained some of the gas that could cause damage. We knew the escaped mustard gas was there. We saw it on the diving suits throughout the entire operation. It was a yellowish brown substance that was sometimes hard to spot."

When the ordnance specialist was asked if the contents were still potent after all this time under the salt water of Tokyo Bay, his reply was immediate and to the point.

"You bet it is. We found out the hard way!"

Back in May of 1954 Paxson and his crew were raising some shells from another location. One shell accidentally brushed his shirt front and trouser leg. The result was four painful weeks in the hospital.

One of the bad things about a mustard gas burn is that you don't know you've had it until several hours later. Red spots begin to show, and after that come the blisters. One brush with the gas was enough. Extreme caution paid off. No more injuries occurred.

In completing this underwater disposal job, the seven Navymen freed the harbor of a danger that

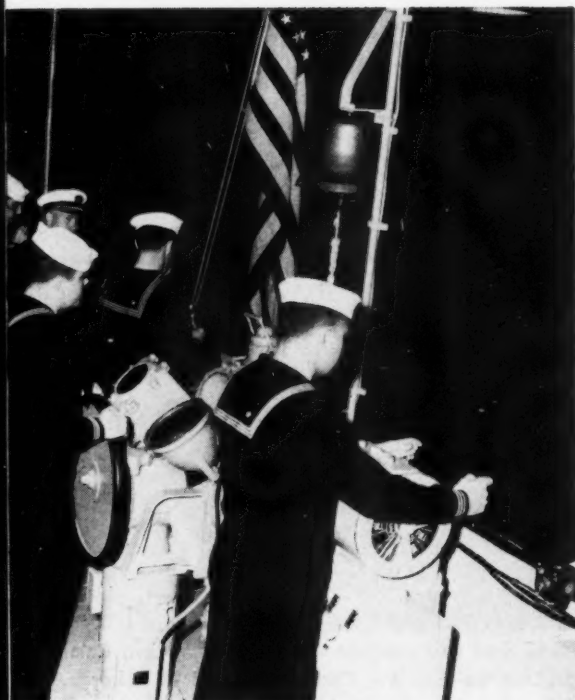
had been lurking beneath the surface for a decade. The liquefied gas, if freed from its rusting shell cases, could have drifted onto beaches or come in contact with fishing lines and nets, anchor chains and anchors. It could even have contaminated a ship's distilling plant. Eventual decomposition of the shells or one of the area's frequent earth tremors would have freed about two gallons of the searing liquid from each shell.

**DIVERS ON DECK of YNG 11 prepare for task at bottom of bay. One diver locates and attaches shell to line while second directs its raising to surface.**



**JAPANESE MUSTARD GAS shell and case are examined by (l to rt) Chief Richards, Lt. Paxson, and Chief Smith. Below: Shell is carefully lifted to barge.**





TEAM TRAINING helps teach Reservists night navigation. Right: Reservist checks watch bill at training center.

## Ship Team Training Ashore and Afloat

CONN? THIS IS COMBAT. Skunk one eight zero, one eight thousand." "This is Conn. Aye, aye. Track and report."

Your country is in a state of war with "Orange Power." The Navy is currently blockading the Orange coast. Your ship, DE 310—along with her sister ship, DE 305—is on an offshore patrol of one of Orange's harbors.

Latest intelligence reports indicate that Orange will try to run two tankers, escorted by two DEs, into port through the blockade.

The officer in tactical command, ComBlockadeGroup 31, is flying his flag in your ship. He has the Group formed in a column steaming on course 090°T at a speed of 15 knots.

Your ship has just gone to General Quarters on the strength of intercepted radio transmissions indicating that an Orange force is in the immediate vicinity.

Ten minutes after going to GQ, surface search radar picks up a contact bearing 180, range 18,000 yards.

Your ship changes course to 180 and increases speed to 20 knots. The OTC signals to prepare for action

and to open fire with guns when guns bear.

Fifteen minutes after going to GQ, CIC evaluates the contact as enemy. Eighteen minutes after going to GQ, your ship is straddled by a salvo of five-inch projectiles. Two minutes later your 40mm gun mount reports that it has been hit by a projectile. All electrical power is lost; the first loader has his right arm severed by shrapnel.

Almost simultaneously, the patrol from Repair One discovers a fire in the forward crew's berthing space. There is considerable smoke and the smell of burning rags.

Two minutes later the forward engine room discovers a ruptured fire main. Radio Central reports a fire in the TBL transmitter; a radio man has received electrical shock and burns. The steersman reports loss of steering control.

That's the battle plan for a Naval Reserve "team training" drill. There's no real enemy, no real gunfire, no real casualties. The "ship" is, in reality, a Naval Reserve Training Center—many miles from any ocean.

Every old salt knows the value of

team training. For many ratings, team training is a prerequisite for effective evaluation of individual rate training—as the individual normally performs many of his duties as part of a team in the ship's organization. Every old salt also knows that, in time of battle, team training really pays off.

Team training is being given more and more emphasis in the Naval Reserve program. It is designed to provide Reservists in Surface Divisions with the "out-of-rating" knowledge and skill required of all personnel on active duty.

In addition to specialized training in the various ratings, Reservists are now learning the many different stations of a typical Watch, Quarter and Station Bill. They are going through similar drills and battle problems that active duty personnel undergo.

The team training concept for Naval Reservists is not limited solely to general drill or battle problem type exercises involving all hands or functional team practical drills conducted within certain rating groups.

Team training also includes tak-



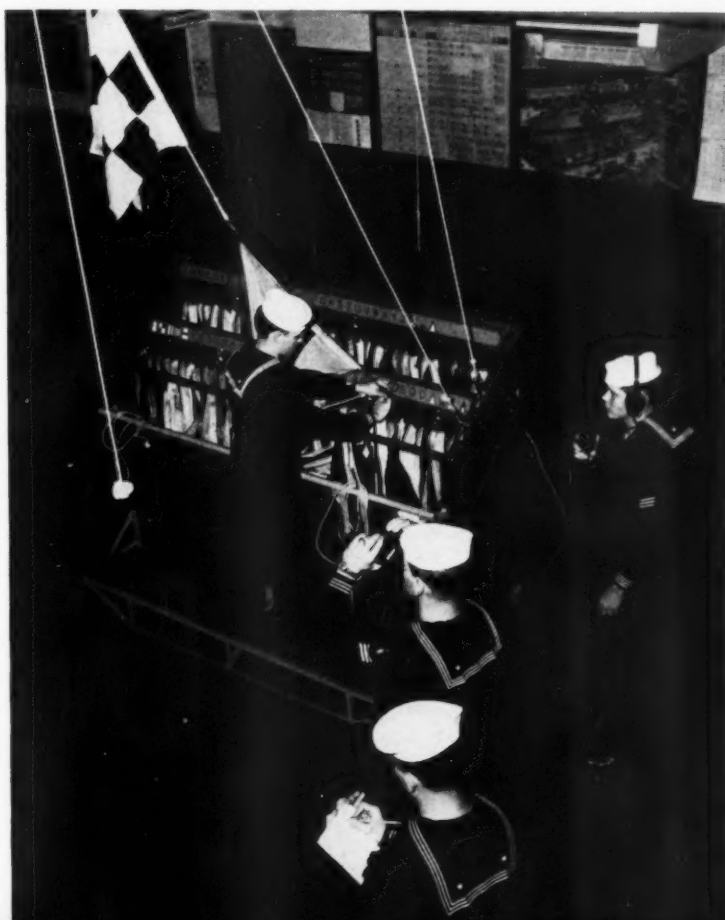
**RESERVE TRAINEE** is squared away on testing engine. *Right:* DC team shores bulkhead. *Below:* Signaling is practiced.

ing part in any evolution which tends to promote team participation and team competition, such as shoring, pipe repair, gun control and gun casualty exercises, infantry drill, small-arms firing, small-boat handling, signal drills, marlinespike seamanship and the like.

The general pattern for team training consists of team drills by functional groups, such as gunners, CIC, damage control or bridge control units, with an all hands drill monthly or bi-monthly, tying all groups together. Short critiques, made by key personnel, generally follow these exercises.

Where appropriate, Reserve divisions are organized under shipboard lines rather than under a classroom organization. In some cases—as in the case of the mock DE above—a specific type ship is simulated and personnel are assigned to underway steaming watches.

In many Reserve Training Centers, the physical arrangement has been modified by designating spaces within the centers corresponding to those on board ship—such as damage control center, pilot house, radio shack, CIC, bridge and the like. These spaces are tied in with an interior communications system using standard shipboard circuit designa-





REPAIR TEAM patches pipe during drill simulating battle conditions at sea while team (below) fires loading machines.



tions and consisting of from five to 10 stations.

Where actual gear isn't available, team training aids are being developed and utilized. Some of these include damage control mockup bulkhead units, oil firefighting units and small-arms ranges. To heighten the sense of reality in some training centers, all doors have been marked according to damage control classification used aboard ship.

Whenever available, of course, Reserve Training Ships are used for team training drills.

Although the team training program for Reservists is comparatively new, it has resulted in widespread enthusiasm among Reservists and Regulars alike.

Aside from the invaluable training and experience inherent in the program, team training has given officers and petty officers more opportunities to develop their leadership abilities and utilize their know-how.

But perhaps the most important "by-product" — if it may be called such — of team training has been the high morale and *esprit de corps* of Reservists who have taken part.

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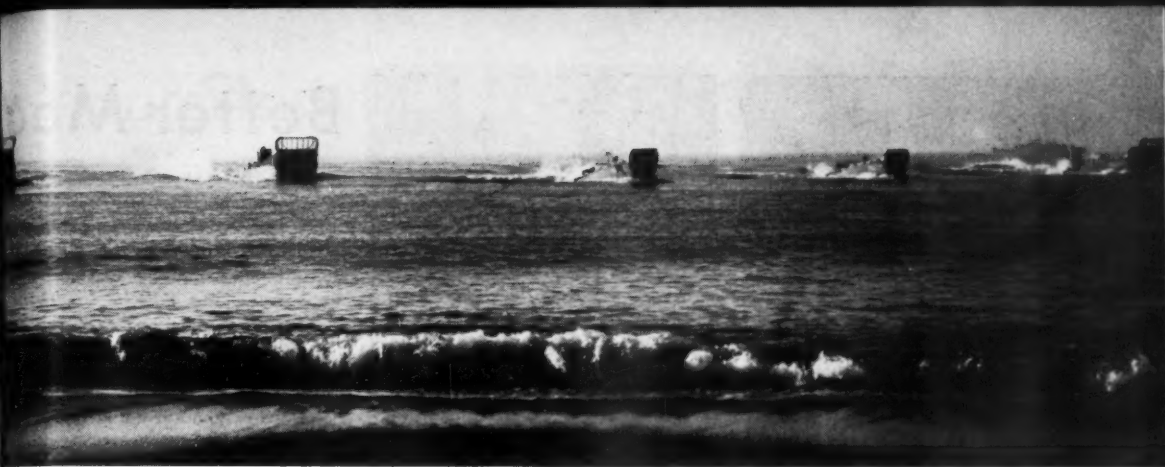
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## Amphib Troubleshooters

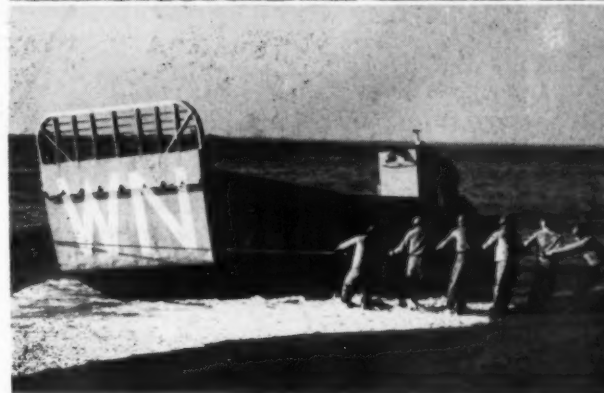
**L**ANDING CRAFT take a beating in amphibious exercises. Grinding up on the beach, retracting, then going back to the mother ship for another cargo take its toll in damage.

These photos show how men of Beach Master Group One perform salvage operations when one of the little craft gets into trouble.

Three major hazards threaten the small landing boat—actual damage to the craft, broaching, and a jammed ramp. If the boat's hull is damaged, the "jeheemy," is used. This is a frame-like contraption mounted on over-sized rubber tires and pulled by a tractor. It lifts the boat clear of the water and pulls her up on the beach where repairs can be made. Then it backs the boat into the water again where she's set afloat.

"Amphibious ducks" solve the jammed ramp problem. Cables are attached to the ramp lifts and a powerful winch in the back of the duck hoists the boat's heavy front door. Ducks are also used for getting broached boats off the sand and back into navigable water again. With its blunt fender-covered nose, the duck "wheels" into position and shoves the landing craft back into deeper water.

*Top:* Navy's landing craft churn up shallow water as they head toward the beach. *Top right:* Amphibious duck gets ready to pull open a jammed ramp. *Lower right:* Muscle power is used to line up landing craft so jeheemy and duck can do their work. *Bottom:* Jeheemy moves in and straddles damaged boat preparatory to hauling it out of the water for repairs.





**YUM YUM**—Member of Navy Field Food Service Team shows ship's baker new techniques. Right: Efficient working spaces help in preparation of food.



**TEAMS** step up mess appeal. Below Rt: New rack is tried on USS Forrest Sherman (DD 931). Left: Crew of USS Calcaterra (DER 390) enjoys meal at sea.



## Better Mead Y

**O**PERATING ON FOUR FRONTS in the continental United States and from selected points overseas, Navy Field Food Service Teams are working to help commissarymen aboard ships and shore stations to achieve high standards in food service.

These teams, consisting of veteran CPOs and officers with a background in commissary work do not hold inspections of general messes. The job of the team members is to point out short cuts, ways of making meals more appealing and, in general, showing the commissarymen who haven't had special schooling how to keep the Navy eating the best.

Every commanding officer knows the part good food plays in keeping the morale of personnel at top level, and he wants to have his general mess just a little better than that on other ships in the division. If he's smart he may call on the services of the team for help. The team visits activities only upon the invitation of the commanding officer.

When a training period is scheduled, the Navy Subsistence Office, Washington, D.C., forwards a letter to the commanding officer of the activity telling him of the dates of the visit and the purpose of the visit in general—in short, the letter tells the CO what the Field Food Service Team will try to accomplish for his general mess. The team does not deal with the private messes.

When the team arrives aboard ship, the Officer-in-Charge of the team meets the commanding officer to let him know the team is ready for action. At this time the CO is told he is invited to "sit in" on a critique which will be held on the last of the team's visit to the activity. This gives him a firsthand report on the team's work aboard his command.

The first two days may be spent in determining how the general mess operates at the particular command—it's also a time in which the team members and the command's commissarymen become acquainted. The commissarymen are encouraged to ask questions about items on the menu and problems with which they have had trouble. The team encourages them to put these items on the menu so that all hands can work on their difficulties. In this way, members of the team demonstrate the

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# For Your Ship

suggestions by working side-by-side with the ship's cooks and bakers. Members of the team hold conferences daily to determine which phases of the mess are good and which phases could be improved.

After this observation period, the team decides what on-the-job training might be necessary on that particular ship or station.

Then follows a combination of on-the-job instruction and a theory training course. The commissaryman is able to step from classroom work to the very real problem of applying the theory under the fire of a 365-day working schedule.

During the on-the-job training the team chiefs work at the elbows of the ship's commissarymen. The idea is to implant in the minds of the ship's commissarymen a fresh view of the basic principle involved in menu planning, baking, moist and dry meat cooking and frying, vegetable cookery, salads, soups, desserts and garnishing. The team advocates lavish use of the "salad bar" which in the past few years has become a big item.

The ship's commissarymen usually come forth with some pet idea they have long wanted to try. They are given a chance to put it into practice. If it's good, the team may pass the word along to the next ship they visit.

On the last day of the team's visit, there is a "pre-departure" conference. All hands concerned with the course meet to discuss the results of the team's visit. This usually lasts from an hour to an hour and a half but often the talk gets to be so interesting that unless the discussion leader watches the clock, it may go on for several hours. During the conference, a Memorandum Analysis—the written conclusions of the Field Food Service Team—is discussed with emphasis on the fact that it is not an inspection report, or a recital of anyone's shortcomings. At this time the ship's cooks and bakers have an opportunity to comment on the observations and suggestions submitted by the team.

After the visit the officer in charge of the team submits for comment a report to the Navy Subsistence Office via the commanding officer of the activity concerned.

—Lee Roach, JO1, USN



**PASSING THE WORD** on messing skill throughout the Fleet, team members show activities how to improve mess from coffee making to menu planning.

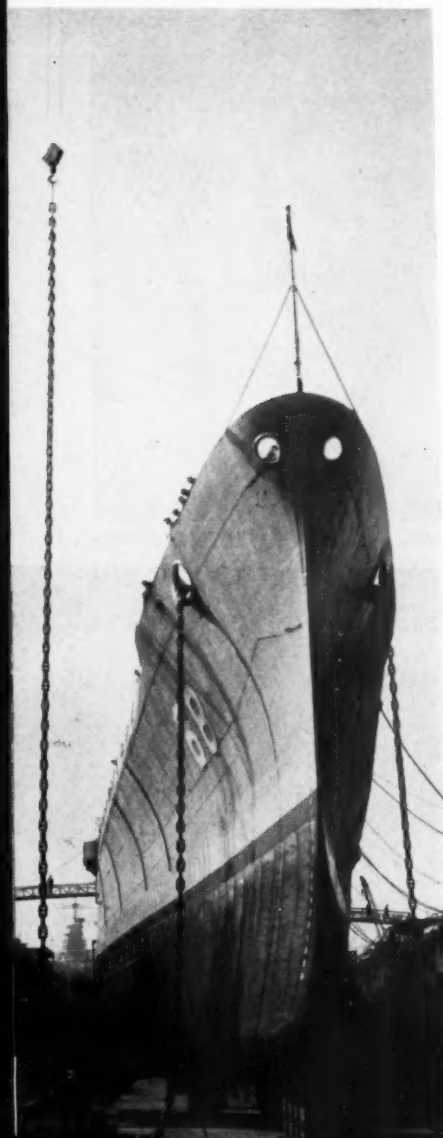


**FANCY TOUCH** is taught for decorating birthday tables and making food look appetizing. Below Left: Making soup. Right: Preparing turkey dinner.





HIGH AND DRY — USS Baltimore (CA 68) gets her entire hull put in top shape.



## Navy Recipe for h

THE BAND PLAYED a slow "Auld Lang Syne," the watch marched off and a few minutes later the skipper turned his ship over to Commander, Bremerton Group, Pacific Reserve Fleet. USS *Baltimore* (CA 68), a veteran of World War II action from the Gilbert Islands to the China Sea had joined the mothball fleet. Her sister ship, USS *Boston* (CAG-1) — only a few weeks younger—has gone on with the new Navy as a guided missile cruiser.

The 'Baltimore Story', as her skipper pointed out in a letter to families of the ship's crew, marks a very definite end to what is already an old Navy, the Navy of World War II. At the same time the Navy is looking ahead.

Someday, when she's needed again, *Baltimore* may be back as part of the Fleet of the future. For, although most people picture a mothballed ship as a lifeless hulk, covered with grey paint and cocoon-like webs of preservative material, few realize how much of the work of mothballing is done to make it possible for the ship to return to active service in a minimum of time.

The techniques of mothballing are as varied as there are different kinds of guns and machinery aboard a ship. But, in general, there are three essential steps in the process:

- First, so that the crew which comes on board to activate the ship

at some future date may know exactly where every piece of gear is and what has been done to preserve it, check-off lists are made up for every compartment, storeroom, gun or piece of machinery. The list for each separate compartment is placed in a folder and left in that compartment for easy reference. Any equipment that has been moved for storage elsewhere, such as a fan in a living space, is tagged to show where it belongs, and a tag is also hung in the space it occupied to indicate what it is and where it is stowed.

- Second, the ship's metal structure, machinery and equipment must be protected from rust and corrosion. Painted metal surfaces are chipped, wire brushed and painted. Bare metal surfaces, such as the internal mechanism of a gun, are

coated with thin film rust preventives. These are used instead of normal lubricants and preservatives, since they do a better job of protection over a long period of time. The compounds vary in degree of consistency and resistance to temperature change according to the job for which they're employed. External openings, such as gun muzzles, are sealed from the weather by a liquid plastic spray. When it dries, the spray leaves a durable plastic coating that prevents moisture from entering, yet can be stripped off easily. The tompon of a gun is also sprayed over with plastic so that the barrel is protected from the weather in two ways, by the preservative coating inside and by the careful sealing of the muzzle.

- Third, the entire outside or "skin" of the ship can be closed air tight and watertight to protect the interior from possible radioactive fallout, and can serve as a line of defense against moisture-carrying air. When all piping for steam and water has been drained and dried, and all the other inactivation work has been done, the ship is closed up tight and the hull is sealed in a protective envelope. The inside can then be dehumidified by two methods—dynamic and static dehumidification—which not only stop corrosion but also prevent rot and mildew. Through these methods ele

ALL HAND



trical insulation, for example, is dried out so thoroughly that not even vermin can get enough water to live.

Dynamic dehumidification is accomplished for the most part by special piping, and by opening the ship's firemain system into each compartment to circulate dry air. The air thus displaced circulates back through the dehumidification machine, which automatically records and controls the level of humidity. Inside the machine, beds of silica gel (a drying agent) draw moisture from the air as it passes through. At regular intervals these beds are changed as they become saturated.

Static dehumidification is employed where it is not possible to expose certain machinery to air under dynamic dehumidification. In

plans must all be reviewed and brought up-to-date. Repair requests, for work to be done by the yard, are also drawn up in anticipation of the overhaul period to come.

Preparatory work goes on elsewhere in the ship besides the ship's offices. For the mass of steel that has traveled over so many miles of ocean must be in top physical shape before she is turned over to the inactive fleet. Consequently, intensive preservative painting and machinery repair work is begun. The emphasis changes from polished brightwork and fancy servings, the pride of every boatswain's mate, to much less glamorous grey paint.

The crew is also instructed in various mothballing techniques and an organization for the inactivation work is set up by the commanding

## Ship in a Pickle

this case the space is completely enclosed and perforated five-pound cans of silica gel are placed within the space to absorb moisture from the air.

But what does mothballing mean to the crew of a ship?

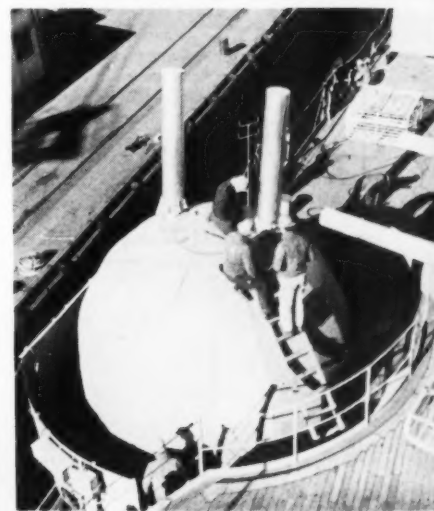
It means a lot of work. Even before the ship reaches the Navy yard where inactivation will take place, there is plenty to be done. Mountains of papers, logs and books have to be tackled. The ship's allowance lists, current maintenance program, materiel histories, file of alterations, field changes to electronic gear, damage control books and booklets of

officer. An inactivation officer is appointed, along with officers responsible for records, allowance and inventory, preservation, classified material and stowage spaces.

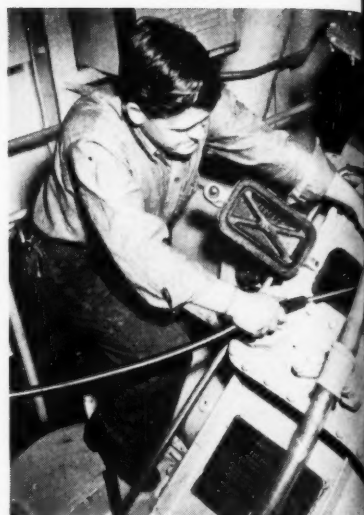
Progress charts are drawn up to be filled in as the ship advances toward final decommissioning. Priorities are assigned to the jobs to be done. The check-off sheets, to guide both those who put the ship out of commission and those who will return her to active duty, are carefully compiled.

When the ship gets to the yard she is ready to begin the first of two phases of inactivation. Phase

**DURING THE MOTHBALLING process the large cruiser gets every inch scraped and painted inside and out. Here crew members apply new paint in an uptake.**



**COVER JOB—'Hut' is lowered over 3-inch 50 mount and 'stovepipes' are welded over gun barrels to complete one of the tight protective cocoons.**



MACHINERY IS DEACTIVATED and covered with rust preventive compound. Small parts are hung alongside in bags.

#### DECOMMISSIONING CEREMONY

In case you've never seen a decommissioning ceremony here's a program for the sendoff the crew and guests gave USS *Baltimore* the day she officially went into mothballs:

Commanding Officer, Captain Scarritt Adams, USN, reads Invocation

Inactivation Directive and his orders.

Address by Commanding Officer

The National Colors, Union Jack and Commission Pennant are hauled down. Bugler sounds "Colors."

The Commanding Officer signs last log.

The National Colors are presented to Miss Ruth C. Cullin, of Baltimore, Commissioner of Finance for City of Bremerton on behalf of the Mayor of Bremerton, the Honorable H. O. Domstad. The Executive Officer, Commander Gideon M. Boyd, USN, presents

Commission Pennant to the Commanding Officer.

"Pipe Down" by the Boatswain's Chorus

"Secure the Watch." The Watch marches off.

The Commanding Officer turns USS *Baltimore* over to the Commander, Bremerton Group, Pacific Reserve Fleet.

Commander, Bremerton Group sets the Security Watch.

Address by Commander, Bremerton Group.

"The Star Spangled Banner" by the band of the THIRTEENTH Naval District Headquarters.

CRUISERMEN REMOVE bucklers from their ship's big eight-inch guns as muzzles are sealed and USS *Baltimore* is made ready to join the Pacific Reserve Fleet.



ALFA, as it is called, is principally a regular yard overhaul period. During this time the facilities of the shipyard are available for such repairs and alterations to the ship's guns, machinery and equipment as may be necessary to meet the up-to-date standards of a modern Navy.

Toward the end of Phase ALFA the first increment of the crew leaves the ship for new duty assignments. As work progresses and less and less remains to be done, other units of the crew leave. About a third of the original ship's company remains to the end.

But the real work of inactivation begins in Phase BRAVO, carried out by the crew with the help of the Reserve Fleet which will be the ship's custodian while she is in mothballs. Preservatives are applied, gear is tagged and stowed and check-off lists are complied with and initialed. The ship goes into drydock, the underwater hull is cleaned and painted and all outboard sea connections are blanked off. Topsides and below decks receive their protective paint too.

Antiaircraft guns and all delicate equipment exposed to the weather are placed under metal enclosures or "huts." Piping is drained and dried, boilers are cleaned and hazardous and perishable items like paints and foodstores are off-loaded. All antennas are stowed below in dehumidified air. Gun mechanisms are taken apart, preserved and reassembled.

Instead of the heavy preservatives

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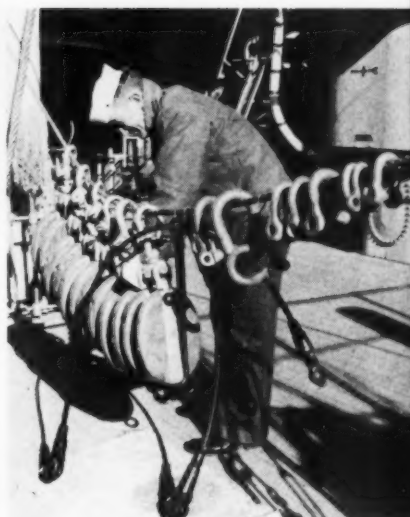
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**SHAFT OF FEED pump is locked, main feed check valve is inactivated, and blocks and shackles are hung for treatment.**

which were once used to protect main engine turbines, dehumidified air is now pumped directly into them to make it easier and faster to de-mothball the ship. The huge smoke stacks are cleaned, scraped and painted, inside and out, and their tops are blanked off and sealed. Spare parts are carefully inventoried and stocks are replenished where necessary. The crew moves ashore to live in barracks while chipping hammers and paint brushes are put to work in living compartments.

Finally, the day arrives when the ship is clean and quiet, completely sealed up so that the D/H machines installed by the shipyard may do their work of keeping her dry inside. Personnel from the Reserve Fleet make a thorough check to be sure the ship is properly preserved. The staff crew members have the satisfaction of knowing their ship is well prepared to lie in rest until called to action again. The watch, quarter and station bills, which will assign each man of her future crew a job, are on board, waiting the names of those who may sail her again.

All that is left is for the captain to read his orders and the order transferring the ship to the inactive fleet. His last commands are to secure the watch and haul down the colors. The Commander, Reserve Fleet Group, accepts the ship in the name of his activity and sets the security watch.

Another ship has gone into mothballs.— E. C. Bursk, LTJG, USN.



**BEHIND THE SCENE** piles of paper work keep track of every phase of deactivation. Below: Small arms like these submachine guns are put to sleep with ship.



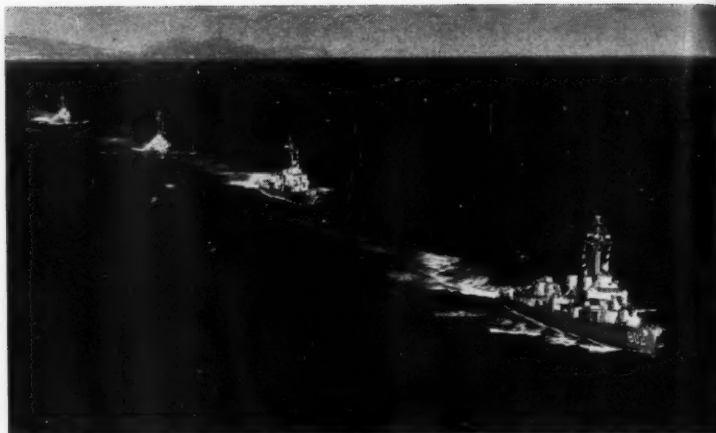




**NEW FRIENDS**—Tin can sailors chat with Australian girl while visiting WW I memorial in Sydney's Hyde Park.



**OPEN HOUSE**—Friends down under swarmed aboard DDs. Below: In town Navymen get advice from policeman.



**DESTROYERS** slice through Pacific on way to goodwill visit in Australia.

## Australia Puts Out the Red Carpet

The red carpet treatment that men of four destroyers received while making a recent goodwill cruise to Sydney, Australia, will remind old-timers of the "good old days"—when Australia was no less than a second home to American men of all services—and will cause the younger salts to wonder just why Uncle Sam hadn't dispatched them as goodwill ambassadors to the continent-down-under more often.

Only 50 of the 1000 Destroyer Division 171 sailors who made this first goodwill trip to Australia in two years had been there previously, but most of the newcomers took little time in agreeing with their predecessors that Australians are "the friendliest people in the world."

Providing enough men to fill all the invitations extended proved to be the most difficult job the ships' staffs encountered during the entire trip. After preparing a social calendar before arrival, *uss Gregory* (DD 802), *Porterfield* (DD 682), *Halsey Powell* (DD 686) and *Marshall* (DD 676) were no more than moored before they were deluged with additional invitations.

"After all," explained one lady, "we don't get to see them very often and we like to show them a good time while they're here." The rest of the populace seemed to agree with her.

The government cooperated by offering free transportation on public conveyances and an American uniform was an admission ticket to Randwick races, Taronga Zoological Gardens, or the mammoth annual Agricultural Society Show.

While the Navymen were making a tour of Sydney and the surrounding countryside, weighted down with cameras and usually escorted by one or more volunteer Aussie guides, approximately 32,000 Sydney citizens streamed across the brows of the four warships to get a close-up view of American sea power.

Open house was held each afternoon during the five-day visit and 10,000 people toured the vessels in one day.

Although they were guests for the day, the people of Sydney couldn't forget their role as hosts and many more personal invitations were offered to the sailors. They were eager to have the Americans join them for dinners, shows, parties and drives.

Among many of the visitors were Australian sailors who boarded the Yank ships to exchange shop talk with the men of the San Diego-based destroyers. Sailors of *HMAS Penguin*, Local Training and Sub Depot, fêted petty officers with a luncheon and tour of the depot's facilities.

Even men on duty were taken care of when a group of entertainers came aboard the flagship *Gregory* one evening and presented a variety revue for the duty-bound sailors of the Division.

As the men of DesDiv 171 prepared to get underway following less than a week of good times, a large group of Aussies was on hand to bid the visitors farewell—and many of the U. S. travelers had made definite plans to return.

—Dale Lytton, JO2, USN.

**ALL HANDS**

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# LETTERS TO THE EDITOR

## Qualifying for Commission

SIR: I would like to know if a degree in accounting from an extension university would be accepted as the equivalent of a degree from one of the state colleges. I would like to change my rate to SK or DK and eventually apply for a commission in the Supply Corps and an acceptable degree in accounting would certainly be in my favor.—A. W., RD3, USN.

• The Navy has no facilities for passing on the acceptability of work done at various educational institutions and so it must rely on the established accrediting agencies for this purpose. The Navy has selected "Part 3, Educational Directory of Higher Education, 1954-55" published by the Department of Health, Education and Welfare, Office of Education, as its criterion for judging the accreditation of institutions of higher learning. From a review of this publication, it is noted that the particular institution you mention is not listed as accredited. Accordingly, graduates from that institution cannot be considered as educationally qualified for appointment to commissioned grade in the Navy at the present time.

For your information, BuPers Inst. 1120.18C, the recent in-service procurement instruction, provides for consideration of applicants who are high school graduates and have obtained a minimum score of 60 on the GCT or ARI tests. This instruction outlines the eligibility requirements applicable only to Regular Navy enlisted and warrant officer personnel for appointment to commissioned status in the Line or Staff Corps of the U. S. Navy. If you're interested, you should contact your Informa-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

mation and Education Officer regarding your eligibility under this particular instruction.—Ed.

## Switching to ET

SIR: Many of us "convertes" in the training program for the switch to ET ratings have been unable to find answers to these questions locally. Could you help us out?

1. Does the time we spend attending the conversion course count as shore duty, resulting in the loss of our previously accumulated sea time, or is it counted as "dead time" for purposes of sea-shore rotation? In most cases the elapsed time between the last duty station and reporting to a new duty station upon completion of the school (including leave, travel and proceed time) is about 14 months.

2. When a CPOA's rating is changed to ETCA, is his date of acting appointment that of his new rating or of his previous one?—R.M.P., QMCA, USN.

• Here are your answers.

1. If you successfully complete the conversion course the period you spend attending it is considered "dead time." If you don't complete the course, your actual tour of duty would come to less than one year, and would therefore not be counted either.

2. Your date of acting appointment would be that of your previous rating, since a CPOA who changes rating is considered to have served with an acting appointment from the date he was first advanced to pay grade E-7, regardless of subsequent rating changes.—Ed.

## Delayed Exam for Advancement

SIR: Can a man take a delayed test when he is on emergency leave during Fleet-wide competitive examinations for his rate?

I know that patients in naval hospitals are allowed to take make-up exams when they get out, but I have talked to several yeomen about the case of a man on emergency leave and each one came up with a different answer. Can you refer me to the appropriate

BuPers Instruction or other directive on the subject?—L. K. P., ETI, USN.

• Yes, a man on emergency leave or one otherwise prevented from taking the Fleet-wide competitive examination, through no fault of his own, is normally allowed to take a delayed substitute exam, according to NavPers 15828A: "Instructions for the Administration of Examinations for Advancement to Pay Grades E-4, E-5, E-6, and E-7."

Evidently the yeomen you've talked to haven't been on the ball, or they could have saved you the trouble and delay of writing to us. In March 1956, ALL HANDS carried a lengthy list showing where to look for what you want to know. A quick check of the list would have referred the yeoman to BuPers Inst. 1418.7B, which in turn would have referred him to the correct source of information. As a test, we phoned a yeoman picked at random at PRNC to get the info on this question. It took him just 30 seconds to find the relevant instruction and only one minute and 15 seconds to explain the answer.—Ed.

## Choice of Duty Station

SIR: According to recent directives, a man reenlisting for the first time is entitled to receive his choice of duty station whenever the needs of the service permit. I would like to know if a man shipping over after the first time is also entitled to the same guarantee, even though it might mean a coast-to-coast transfer, such as from the Atlantic to the Pacific or vice-versa. —D.H.S., YN2, USN.

• BuPers Inst. 1306.25B, concerning choice of duty station upon reenlistment, makes no distinction between first or later reenlistments. Therefore, a man shipping over, regardless of which enlistment he is on, is entitled to the same guarantees as one reenlisting for the first time. Since this includes the privilege of choosing a Fleet command with a home port on the continental U. S. coast of your choice, requests for coast-to-coast transfer are granted.

However, this program does not apply to a few highly technical rates or to personnel holding certain special job code numbers. It is also somewhat modified in the case of Navymen shipping over from three months to one year early. For details on these exceptions and modifications see ALL HANDS for June, 1955, or BuPers Inst. 1306.25C.—Ed.

## Travel Time

SIR: Article C-5317 (3) (a) of BuPers Manual states that fractional parts of 24 hours will be counted as whole days for purpose of allowable travel time. Does this mean that a man released from a station at 1200 with one day's travel time and no leave or proceed time would have to report to his new station by 2400 the same day?—R. F. B., PNSN, USN.

• No. The day of departure is considered a day of duty, so that the man's travel time would not begin until that midnight. Thus, if he departed at 1200 on 1 June, he would not have to report to his new station until 2400 of the following day (2 June).—Ed.

## Faking and Flemishing

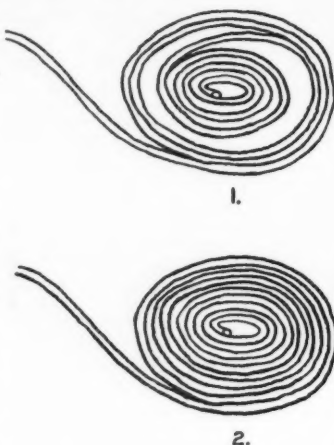
SIR: Perhaps they are just mistakes in phrasing, and they are not too noticeable to anyone other than a boat-swain's mate, but the methods you describe for faking and flemishing down a line (ALL HANDS, January 1956, centerspread on knots) are in error, I think.

In both these instances, your text states that you should begin by laying the free end of the line down and then work toward the other end. Now, in normal Navy terms a free end means the bitter end, or the end that is not secured. So, from your text I assume that your faked line and your flemished line each have one end secured to some object, a davit, bitt or stanchion, perhaps.

When I was trained to do flemish and faking down of lines, woe to me if I had ever started with the free end of the line. The reason for beginning as near the secured end as possible is to work out all kinks and twists in the line as you make it up. By beginning at the free end and working toward the secured end, you would find it extremely difficult to work out the kinks or twists.

Of course, beginning with the secured end as you fake or coil down line means that you have to turn the finished coil upside down to free the line for running, and you must flip all your fakes in the direction opposite to that in which they were laid. But I think this is the proper method of doing the job.

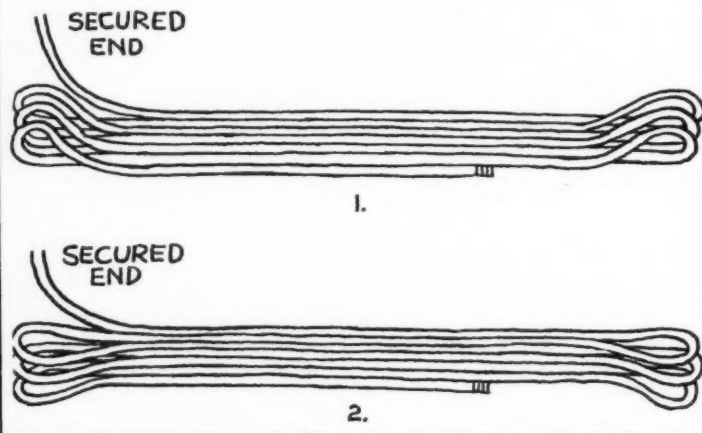
As for flemishing, I consider it a much easier task to begin with a large coil and work toward the center of the "spring;" this can be done very rapidly without causing a single kink in the line. The "spring" is then tightened by placing the palms of both hands on the line and twisting toward the center, clockwise if the line is right-handed lay or counter-clockwise



for left-handed lay line.

I do not intend this letter to be critical, for in my opinion your magazine does a wonderful job in keeping us up to date on many subjects. And I might add that if the method you illustrate is now taken to be correct my face will be very, very red.—T. W. A. Jr., BMC, USN.

• Chief, your method of flemishing down a line is entirely correct. In our article we presupposed in the flemish down illustration that the line had already been coiled down loosely starting, as you say, from the secured end. Now that the line is coiled and the kinks removed in so doing, the flemishing is commenced from the bitter end in the center and the coil made more neat by laying out the circle flat and adjacent. Our illustration was not too clear. Refer to the Navy Training Course "Seaman" (NavPers 10120-B), pages 94 and 95, for a description of the accepted method of flemishing down. Your method is also best for faking a line.—Ed.



## Stationkeeper Duty

SIR: I would like some information on stationkeeper duty in the organized Naval Reserve. Is such a job active duty? How does one obtain it? Can I retain my same rate? Are there chances for further advancement? Get the idea?—C. W. J., BT1, USN.

• We got you, lad. BuPers Inst. 1001.7A outlines the procedures for certain enlisted personnel to be ordered to active duty in connection with the training and administration of the Naval Reserve.

You make application for this type duty to the commandant of the district in which duty is desired and, if ordered to active duty, you would retain your rate. Advancement will vary in each district according to the number of billets either unfilled or filled with personnel of a lower pay grade. It is impossible to predict your chances of advancement since that chance will vary from district to district.

All Training and Administration of Reserve (TAR) personnel are on active duty, with TARs entitled to all benefits that USN personnel receive except shipping-over pay (that being excluded by law).

Any additional information you may desire concerning the TAR program should be requested from the commandant of the district in which you desire the duty.—Ed.

## Reinstatement of Insurance

SIR: I cashed in my NSLI policy in 1955. Now I'd like to reinstate it by paying back the money and all due premiums to the Veterans Administration. However, the VA says I can't do this unless I am separated from the Navy. I was discharged in September 1955, but since I reenlisted they say this doesn't count as separation from the service. Would you please give me your interpretation of P. L. 23 (82nd Congress), which is the governing factor in this matter?—F. G. W., CT1, USN.

• Guess you're out of luck.

Section 5 of P. L. 23 states that, "Any person in active service, who is insured under a permanent plan of National Service life insurance or United States Government Life Insurance, may elect to surrender such contract for its cash value. In any such case the person, upon application in writing made within one hundred and twenty days after separation from active service, may be granted, without medical examination, permanent plan insurance on the same plan not in excess of the amount surrendered for cash, or may reinstate such surrendered insurance upon payment of the required reserve and the premium for the current month."

Since the law makes no provision for the reinstatement of a cash surrendered policy by a man on active duty, you are precluded from doing this until you return to civilian life.—Ed.



'MAN OF THE MONTH' bulletin board at VC-33, NAS Atlantic City, also has birthday and stork club panels.

### 18-Inch Guns

SIR: Perhaps I can add fuel to the continuing item concerning 18-inch guns. I was a junior officer in USS *Chicago* which was being overhauled at Mare Island Naval Shipyard in the fall of 1935. I remember with interest the 18-inch gun over on the dock side. I recall that it actually had an 18-inch bore. It was resting, not on blocks as described previously, but on a special set of railroad gun trucks. The interesting feature was that the trucks had been furnished by the Navy and sent clear across the continent by rail in order to take the 18-inch guns (which had been brought to Mare Island by ship) on a 40-mile trip by rail over to the Marin County (north) side of the Golden Gate to be used as part of the Army's Coast Artillery defenses. After their use for four of these short hauls, the special railroad gun trucks were to be sent back across the continent empty for return to the Navy.

Another question raised was ballast for the USS *Relief*. When I was a plebe in 1931, one of the standard questions for which we needed a ready answer was, "What ship in the Navy has the most guns?" the correct answer was "USS *Relief*, because she uses guns for ballast." It was not made clear at the time whether the ballast was in the form of actual guns imbedded in concrete, or former guns reduced to melted scrap pigs.—J. W. Thompson, CAPT., USN.

• Thank you, Captain, for your comments. This discussion is becoming more interesting by the letter. Our research still hasn't been able to prove—or disprove—any of the items. However, with all the letters coming in, plus what we've uncovered in our research, we eventually may be able to run a full length feature story on 18-inch guns.

As a matter of interest, here's what the book "Bureau of Ordnance in World War II" has to say about 18-inch guns: "Of historical interest only is the fact that the Bureau developed an 18-inch gun. Lined down to 16-inches after the 1922 disarmament treaty, the 16" /57

fired the longest shot ever ranged at Dahlgren, Va. So tremendous was the gun that a ship of about 70,000 tons would be required to use it profitably. No production was ever planned for this weapon."

The Japanese, during WW II, had both the Yamato and Musashi armed with 18-inch rifles.

Anyone who can add to this discussion can get more background material in the ALL HANDS issues of January, April and December, 1955.

The floor is open and the "chair" stands ready to recognize anybody who can contribute to the discussion.—Ed.

### Uniforms of Reservists

SIR: A shipmate and I got to talking the other night about the four years each of us were obligated to serve in the Reserves once we are discharged from the Regular Navy. My buddy believes that we are required to maintain our uniforms and other naval gear in proper shape as long as we are in the Reserves. I believe that the Navy doesn't require an individual to keep track of his gear for such a long period of time, especially after that same gear has already been used for four years.

Please let us know which is right and where you found the reference.—J.R.B., YN3, USN.

• If you affiliate with a pay unit of the Naval Reserve, you will be required to produce your active duty uniforms. You will be required to use such items as are serviceable, while unserviceable items will be replaced on an item-for-item basis.

Your reference is paragraph 2.a, (4) and (5), Enclosure (2) of BuPers Inst. 1020.4.

If you do not affiliate with a Reserve pay unit—or if you have no obligated time and are discharged—there isn't much the Navy can say about how you dispose of your gear. However, if you remain in the Reserve and are recalled in a time of emergency, it will be to your advantage to have available serviceable items of your active duty uniform.—Ed.

### Space Available Transportation

SIR: I have heard that you can answer any question which is put to you about a Navyman's problems. Mine isn't unusual, but I haven't been able to find the solution to it locally.

Since I am a PO3 with less than four years' service, I'm not entitled to concurrent travel, but I've received orders to permanent shore duty in Japan and would like to have my wife over there with me. Is there some other way I can arrange government transportation for her?—R.D.C., CT3, USN.

• We don't know all the answers. It just looks that way because the questions we can't answer don't usually appear in the magazine. However, we can help you out on this one.

As you know, concurrent travel cannot be authorized in your case. But, after you report to your overseas station and obtain housing for your dependents, you may submit a request for their transportation. If the request is approved by your command, your family may be furnished transportation, via an MSTs vessel, on a space available basis.—Ed.

### Advancement Multiple

SIR: In the present enlisted advancement system, it seems to me to be of doubtful benefit to give a man points for time in grade, time in service, and medals and awards. I think a man should be promoted on the basis of his military and professional skill, with absolutely no "aid" from any other qualifications he may possess. At least the Navy would get better-qualified petty officers that way.

The present system also creates a very severe, and unfair, handicap for those of us who are "junior" in time in grade. Apparently, the Navy is not very interested in retaining the junior men, but in their stead, have chosen literally to give promotions to the "old timers" so they will stay in the service.—L. K. L., AD1, USN.

• There are many viewpoints on the present method of computing advancement multiples, and on the present dis-



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, **ALL HANDS** Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **Naval Reserve Association**—A reunion will be held at the Hotel Hollenden, Cleveland, Ohio, on 8 September. For further information, write to Naval Reserve Association, National Press Building, Washington, D.C.

• **uss Nevada (BB 36)**—The third annual reunion of former crew members will be held at the Lafayette Hotel, Long Beach, Calif., 3 November. Contact W. E. Larsen, 8011 San Dimas Circle, Buena Park, Calif.

• **uss Santa Fe (CL 60)**—The 10th annual reunion will be held 15 October at the Piccadilly Hotel, New York City. Write to Ernest Laporte, 342 Madison Ave., New York 17, N. Y.

• **North Sea Mine Force Association**—A reunion will be held at the Hotel New Yorker, New York City, 11, 12, 13 October. For information con-

tact J. J. Kammer, 454 Walnut Ave., Floral Park, L. I., N. Y.

• **107th Seabees**—Second annual reunion will be held at William Penn Hotel, Pittsburgh, Pa., 1-3 September. For more details write to Sam Bodel, 956 Brintell Ave., Pittsburgh, Pa.

• **Submarine Veterans of WW II**—A reunion will be held at the Ambassador Hotel, Atlantic City, 28-30 September. For more details write Joseph P. Greco, 530 Rahway Ave., Woodbridge, N. J.

• **uss Sloat (DE 245)**—A possible reunion will be held in October. Interested persons should contact T. P. Quinlan, 35-16 34th St., L. I. C., N. Y.

• **uss LST 618**—Former crew members interested in a reunion to be held in Staunton, Va., write to G. B. Ramsey, 1520 Dennison Avenue, Staunton, Va.

• **uss Pavo (AK 139)**—Former crew members and officers interested in holding a reunion with time and place to be decided by mutual consent, contact Willie G. Wilson, P. O. Box 732, Muleshoe, Texas.

tribution of credits, but in nearly every case the viewpoint is colored by the personal situation of the man concerned. The present advancement multiple is based upon factors which are believed to be those best suited to filling the Navy's needs for the best qualified petty officers in the various ratings. Use of credits for time in service and in rate result from the belief that years of experience increase the capabilities and therefore the usefulness of personnel in the Navy. Often, however, men with long years of service are less adept at competing in written examinations than are younger men with less experience. Since experience is not readily measurable by a written exam, credit for time in service is considered appropriate.

Unless adequate credit were given for years of faithful service, it would be entirely possible for two persons of actual equal ability to fare far differently in advancement. Even under the present system the man who has the greater skill in competing in written examinations can be expected to advance more rapidly than one who is less skilled. Unless credits were given for service, it would be probable that those men who are less skilled at competing in exams would never have the opportunity to advance to CPO. Their inability to make a good exam score would preclude their advancement, no matter how excellent their actual performance. It would be unacceptable to do this, for the man who has the actual ability to do the job could be prevented from advancing to CPO no matter how

many years he stayed in service.

The problems you state do have considerable merit, but your suggested remedy is not entirely adaptable to the Navy's advancement needs. The advancement system is under continuing review to insure that the procedures in use do accomplish their intended purpose. A study has indicated that none of the existing credits for advancement adequately reflect a person's actual ability to "perform on the job." A system has been developed to include a "performance credit" in the final multiple no later than August 1957. The addition of such a credit will make it possible for an outstanding younger man to exceed the final multiple of a man with greater time in service, but who is less well fitted to perform the duties of his rate and to attain a high mark on a written examination.—Ed.

## USN and USNR Advancements

SIR: There's considerable talk around our outfit about the Reservists who come on active duty and block the advancement of Regular Navy career men. The situation is said to be particularly bad in the Seabee companies. I don't think it's so, but of course I can't prove it. Can you give me some ammunition to support my position—if I'm right?—W.C.S., CMI, USN.

• The answer is simple. No Reservist blocks the advancement of any qualified USN personnel.

Here's your ammunition, and there's plenty more if you need it.

Granted there are some rates in which Reservists are desired to volunteer for active duty, but these rates are those in which there is a shortage of personnel on board with the Regular Naval Establishment. Since there is not a sufficient number of personnel in these rates, there is no restriction due to quota limitations placed on advancements to them. All personnel who successfully complete the service-wide advancement in rating examination for these rates, and are otherwise qualified, are advanced.

Reservists are NOT recalled to active duty in those rates where all personnel who pass the service-wide examination for the rate cannot be advanced because of quota limitations.

Once a Reservist is ordered to active duty with the Regular Establishment, he competes with USN personnel in his rate on an equal basis. Since the career man normally has more active duty than the Reservist, and the chances of awards are equal, the Reservist will have to make a higher mark on the examination in order to have a final multiple equal to the Regular.

In the February 1956 exams, for example, in all but 50 rates (rates, you'll notice, not ratings), every person who passed the examination was advanced. In the 50 rates to which advancement was restricted because of quota limitations, approximately 30 per cent of each category, USN and USNR on active duty, who passed the examination were advanced. You'll find a breakdown of these figures in the July issue of **ALL HANDS**.

Here's the scoop on the Seabees: In the 28 ratings which comprise the Construction Group (Group VIII), all personnel who successfully completed the examination for advancement to every rate but CMC were advanced. In this rate, 30 USN and four USNR CMIs passed the examination. Since quota limitations made it possible to advance only 22 men to CMCA, the final multiple of those who successfully completed the examination was computed and the 22 with the highest multiple were authorized to be advanced.

Of these 22, 21 were USN and one was USNR. While the percentages in Group VIII may not necessarily be the same as in all rating groups, it can be considered as representative.

It might also be mentioned that the presence of Reservists on active duty in the TAR program has no effect on advancement of USN or USNR personnel on active duty in the Regular Establishment. TAR personnel are advanced after successfully passing the service-wide examinations, only to fill vacancies in TAR billets. Their advancements are not connected with advancements in the Regular Naval Establishment.

Do you think these facts will convince your Seabee pals?—Ed.



## Medical Service Corps

SIR: I was discharged from the Navy as an HM2 in May 1955, following a four-year enlistment. Since then I have been going to college, from which I plan to graduate in June 1957, with a B. S. degree in chemistry. After that I would like to make the Navy my career.

I know it's too late for me to reenlist in my former rate, but what are the chances of obtaining a commission in the Medical Corps?—H. W., Stockton, Calif.

• Your best bet would be the MSC (Allied Science) Program, which requires a degree in a science allied to medicine, with at least 30 semester hours in your major subject. This program provides active-duty Reserve or Regular enlisted men and officers (of any rank or rate) an opportunity to become ensigns, MSC, in the Regular Navy. To qualify, you would have to complete your studies and return to active duty before you were 32. (Although chemistry is considered an allied science in this program, it is not considered as such for purposes of obtaining a Reserve MSC commission).

Another possibility might be the MSC (Supply and Administration) Program,

## First Class Navyman

SIR: Since the end of World War II, we have seen published in Navy Department Instructions and Notices, Naval Academy papers and even in ALL HANDS, references such as: Second Class Midshipman; Third Class Midshipman; Second Class Petty Officer; and Third Class Petty Officer.

When we are trying to keep up the traditional Navy morale, why should we refer to a man as second class or third class? There is no room in the Navy for a second class or third class midshipman or petty officer. All of our midshipmen and petty officers are first class, regardless of rate. If a man is a second class petty officer, third class, then he should either be encouraged to strive to become a first class petty officer, third class, or his quarterly marks lowered to "rate" him a SN.

For your information, the correct terminology is: midshipman, second class; midshipman, third class; petty officer, second class; petty officer, third class.

I think we should bear in mind that all our members are FIRST CLASS.—Hilary C. Rowe, CAPT, USN.

• Right you are, Captain. If ALL HANDS has slipped in this respect, we extend to you and the affected individuals, our sincere apologies. Your letter aroused considerable interest in the Bureau and each reader concurred most heartily with your views.—ED.

which requires only a high school education. However, since this program is designed to open a path to commission, MSC, for Regular Navy HM1 and above, you would have to return to the Regular Navy and make HM1 before you were 32 in order to be eligible.

Naturally, selection in either program would depend on the needs of the service at the time you applied. You would also have to pass a professional examination and be recommended for appointment by the Naval Examining Board, National Naval Medical Center, Bethesda, Md.

## Overcoat for Aviation Uniform

SIR: What is the appropriate overcoat that may be worn with the CPO aviation winter working uniform? It's my understanding that the blue raincoat will be abolished as part of the uniform in the near future. My question is, will the blue raincoat be replaced by the blue overcoat for wearing with the aviation winter working uniform or will the khaki raincoat be worn in its place?

Under existing regulations, is the khaki raincoat prescribed as authorized uniform to be worn with the aviation winter working uniform for CPOs? Uniform Regulations is not too clear on this question.—D.W.L., YNC, USN.

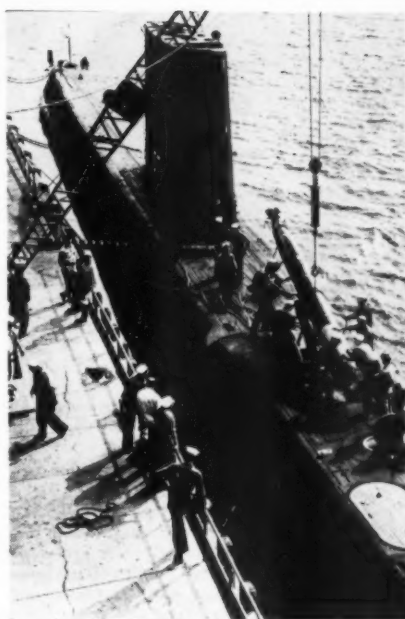
• It is planned to clarify the authorization for CPOs to wear either the khaki raincoat or aviation winter working overcoat, in "Uniform Regulations." The new medium-weight blue overcoat is authorized for officers and CPOs in lieu of the blue raincoat, either now or later, upon all occasions and over all uniforms.

Meanwhile, officers and CPOs are authorized to wear either the khaki raincoat, aviation winter working overcoat, the blue raincoat, or the blue overcoat, with aviation winter working uniforms at individual option or as prescribed by your local commanding officer.—ED.

## From ENS to LTJG

SIR: I have heard from several unofficial sources that a successful officer candidate is promoted at once to lieutenant (jg) if he is commissioned an ensign after he is 26 years old. I was 26 on 21 Feb 1955 and received my commission on 6 May 1955, through the Officer Candidate Program. Therefore I'm very much interested in finding out whether or not this information is correct.—J. A. Z., ENS, USNR.

• Sorry, your "unofficial sources" have been giving you the wrong info (as they often do). Perhaps you've been hearing a garbled version of the set-up in the Officer Candidate Program for a very limited number of original appointments in the grade of lieutenant (jg) in the restricted line. However, applicants for these appointments must be between the ages of 27½ and 33½ at the time of appointment.



USS NAUTILUS (SS(N)571) gets loaded as crewmen lower torpedoes into their nuclear-powered sub at New London.

ment and must have a master's degree, doctorate or five years of professional experience in a field considered to be of special value to the Navy.

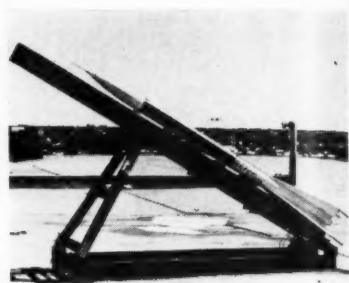
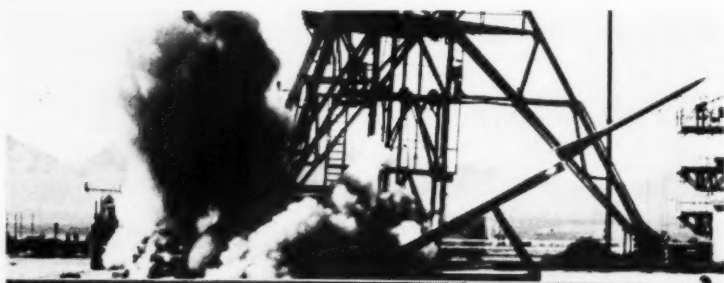
The regulations quoted in BuPers Inst. 1412.4B say that no officer in the grade of ensign shall be temporarily promoted until he has completed at least 18 months' service in that grade. Since your date of rank is 6 May 1955, you will not become eligible for temporary appointment to the rank of lieutenant (jg) until 6 Nov 1956. At that time the Chief of Naval Personnel will issue you an individual appointment, which will be delivered subject to the approval of your CO.—ED.

SIR: I understand that members of the OCS classes I through 17 were promoted from ensign to lieutenant

## Retaking GCT

SIR: I have read in some Navy publication that a man can retake his General Classification Test so that he can become eligible to apply for OCS. Is this correct?—B. N. L., YN3, USN.

• Yes. The Chief of Naval Personnel authorizes the repetition of any or all the basic battery tests for such purposes as this. To request a retest you should write a letter to the Chief of Naval Personnel, via your CO, stating the reasons for the request and referring to Article C-3204(2) of "BuPers Manual."—ED.



GOING UP, WAY UP — Navy's new ASP rocket blasts into upper atmosphere to bring back word on conditions above.

(junior grade) in 14 instead of the usual 18 months, presumably because of their four months' service in enlisted status as OCSAs. This was discontinued with class 18.

Can you tell me how this came about originally and why it has been discontinued? I have never been able to locate anything official on it. Scuttlebutt has it that the practice is soon to be reinstated. Is this true? Will it be retroactive to members of Class 18 through the present OCS class?—A. A. C., ENS, USNR.

• Graduates of Officer Candidate School classes 1 through 17 were not promoted to lieutenant (junior grade) with only 14 months' service in the grade of ensign. Prior to 1 Jan 1951, a minimum of 24 months' service in the grade of ensign was required for promotion to the grade of LTJG. During the transition period when this service in grade requirement was changed from 24 months to 18 months, ensigns with dates of rank from 1 Jan 1951 to 1 July 1951 received 1 Jan 1953 as their dates of rank in the grade of LTJG. Subsequent to 1 Jul 1951, a minimum of 18 months' service in the grade of ensign is required for promotion to the grade of LTJG. No change in this requirement is anticipated.—Ed.

#### Joining Nurse Corps Reserve

SIR: My wife is a registered nurse. She was trained in Newfoundland and is a member of the California Nurse Association—fully accredited to work in that state. We have no children. How could she go about joining the Navy Nurse Corps Reserve?—H.W.B., LTJG, USN.

• The recruiting officer at the nearest Navy Recruiting Station will be happy to give your wife the information on applying for this program and will provide her with the necessary forms and instructions.

At present, applications are being accepted for active and inactive duty appointments in the Nurse Corps, Naval Reserve. Applicants must be registered professional female nurses; citizens of the United States; and between 21 and 39½ years old at the time the application is submitted.—Ed.

#### KPUCs for AHs

SIR: I served on board *uss Repose* (AH 16) from May to September 1952 and *uss Consolation* (AH 15) from September 1952 to March 1954. Each of these ships received the Korean Presidential Unit Citation for service during periods before I was assigned to them.

Recently, I heard that the period for the Korean PUC for one or both of these ships had been extended. If so, what periods of time now govern this award for these two ships?—W.S.W., LCDR, USNR.

• *Repose* and *Consolation* were each awarded an individual Korean PUC for their work in the treatment of Republic of Korea battle casualties and their aid to Korean doctors and hospitals. *Repose's* citation was for service from 16 Sep 1950 to 31 Jul 1951 and *Consolation's* covered the period 11 Aug 1950 to 31 Aug 1951.

In addition, *Repose* is included in the Korean Presidential Unit Citation awarded Commander Seventh Fleet for the periods 16 Sep 1950 to 22 Jan 1952; and 20 Jun 1952 to 27 Jul 1953. *Consolation* is also included in the Seventh Fleet citation for the periods 11 Aug 1950 to 24 May 1951; 29 Sep 1951 to 18 Jun 1952; and 26 Sep 1952 to 16 Jun 1953.

But, a mere listing of dates can never tell the story of what these ships accomplished in the Korean war.

Thousands of U. S. and UN veterans of the Korean fighting owe their lives to the prompt, effective, medical and surgical treatment they received in these floating hospitals. Both ships worked long and hard at their mission of mercy. *Repose* earned nine of the 10 battle stars awarded for service in the Korean war and *Consolation* is entitled to all 10 of them.—Ed.

#### Army Distinguished Unit Emblem

SIR: A member of our unit rates the Army Presidential Citation, a blue ribbon with a gold border. He asked me on which side of the uniform he should wear the ribbon. After much research, I still haven't come up with the answer. Could you give us the information?—R.E.F., GM2, USN.

• The citation you mention is officially termed the "Distinguished Unit Emblem." In accordance with "Uniform Regulations" (Art. 1511), it is worn on the left breast of uniforms along with all Navy ribbons. The only exception is when large medals are worn (full dress); then it is worn on the right breast.

In all cases of relative priority, Navy awards take precedence. For instance, a Navyman would wear the Distinguished Unit Emblem following the Presidential Unit Citation and before the Navy Unit Commendation in order of precedence.—Ed.

#### ADBD in Enlistment Contract

SIR: If I understand paragraph 3b of Enclosure (2), BuPers Inst. 1080.14, the active duty base date should appear in Block 25 of the enlistment contract whenever a person has had previous service (National Guard, USAFR, USAR, USMCR, etc.), regardless of whether the service has been active or inactive.

Another YNC on board states that the ADBD should appear as indicated above only when the previous service has been active. And a third one contends the ADBD should appear on all enlistment contracts, regardless of whether the man has had previous service.

Who is correct?—E.C.W., YNCA, USN.

• With the following information you can decide for yourself who's correct: the active duty base date is required to be entered on the shipping articles for all personnel enlisting or reenlisting in the USN, and for personnel enlisting in an active duty status.

The purpose of the ADBD, of course, is to provide a date to be used in determining an individual's total active Naval service. Anything other than active Naval service is not considered.

For example, the ADBD would be the same as the date of enlistment for an individual enlisting in the USN who has no prior active Naval service. For an individual enlisting or reenlisting, and who has had prior active Naval service, the ADBD would be computed in accordance with instructions contained in BuPers Inst. 1080.14A.—Ed.

### Reporting from Leave

Sir: Considerable interest has been shown here in your answer to an inquiry on charging a day of leave when a member reports exactly at 0900 (page 17, Jan 1956 ALL HANDS).

This activity's policy in crediting leave rations is in line with your statement that there is no liberal interpretation of Article C-6305(1) of BuPers Manual; however, application of the provisions of Article C-5318(3)(b)2 has been doubtful when a member reports exactly at 0900.

I believe clarification of the latter reference—particularly in its relationship to the first article cited—would be beneficial. Recording of on-the-hour reporting time on orders or leave authorizations (rather than exact minute of reporting) is a normal action of human nature and perhaps worthy of consideration when one minute can result in charging a day's leave.

Various articles in BuPers Manual use the phrase "report prior to" and "report not later than." Is the intent of these two phrases the same? A difference of opinion exists locally, particularly in the application of the provisions of paragraph 044251-1, Navy Comptroller Manual, when leave or liberty hour of reporting is 2400. A recent example: Member ordered to report not later than 2400 18 November did not report until 1400 23 November. If the above phrases have different interpretations, applying each phrase to the above example, what day did the member absent himself without authority?—F. R. W., DKC, USNR.

• Changes to Articles C-5318(3)(b)2 and C-6305(1) of "BuPers Manual" have already been recommended. These contemplated changes clarify computation instructions to include instances where members return from leave or report

to a new duty station at exactly 0900.

For all practicable purposes there is no difference between the phrase "report prior to" and "report not later than." In the case you cite, the individual would be subject to trial for unauthorized absence for the period 2400 18 November to 1400 23 November. For pay purposes, unauthorized absence would be counted as four days.—Ed.

### Antietam Awards

Sir: What awards did the personnel serving in USS Antietam (CVS 36) earn during the period from September 1951 to February 1952?—R.L.C., L11, USN.

• If you served on board Antietam during the period to which you refer, you have a right smart number of awards coming to you. You are entitled to wear the Korean Service Medal, United Nations Service Medal, Korean Presidential Unit Citation and National Defense Service Medal.

During the Korean conflict, Antietam operated as part of Task Force 77, and in the fall and winter of 1951-52, aircraft from Antietam dumped more than 5000 tons of bombs on North Korean targets.

For your information, Antietam's keel was laid in March 1943 and she was commissioned in January 1945. She did not get into action against Japan but did serve in support of the Japanese occupation. She was mothballed in 1949 and was recommissioned in early 1951. After the Korean conflict, Antietam spent another short period in mothballs, after which she was again recommissioned and sent to Bayonne, N. J., where she became the first carrier in the U. S. Navy to be fitted with an angled flight deck.

At present, Antietam is serving as part of the Atlantic Fleet's Hunter-Killer Force.—Ed.

### Navy and Marine Corps Medal

Sir: Recently I have noticed that Navy and Marine Corps Medals have been awarded for "aiding in the rescue" of a person. What are the eligibility requirements for this award? Who can initiate action with respect to recommendation of the award?—R. P. B., LT, USN.



• Regulations for the award of the Navy and Marine Corps Medal are set forth in the "Navy and Marine Corps Award Manual" (NavPers 157900), which reads in part: "That the President is authorized to present a medal to be

known as the Navy and Marine Corps Medal to any person, who, while serving in any capacity with the United States Navy or Marine Corps, including the Reserves, shall have, since December 6, 1941, distinguished himself by heroism not involving actual conflict with an enemy..."

In this connection, the Navy and Marine Corps Medal may be awarded for rescue operations provided the individual has evidenced a degree of heroism sufficient to merit the award.

Recommendations for the award of decorations may be initiated by any officer and should be submitted via official channels to the Secretary of the Navy as promptly as practicable after the performance for which the recommendation is made. A recommendation for the medal must be submitted within three years and awarded within five years of the act or service.—Ed.

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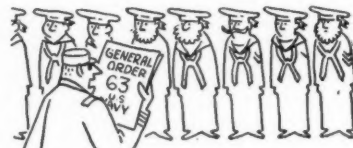




**W**HEN THE PRESENT SERVICE-WIDE competitive examination system was introduced in 1950, it was not an entirely new procedure. It was in fact, a logical outgrowth of previous experience.

When the U.S. Navy came into being in the 18th Century, the Navy gave a commanding officer a ship and men to operate it. From these men, the commanding officer selected those he thought best suited to fill the various billets in the authorized allowance of petty officers and formed the men into a crew. Once a ship's petty officers were designated, advancements were made only to fill vacancies. Since transfers were comparatively rare, few vacancies occurred. This "advancement" system continued through the Spanish-American War and into the years immediately thereafter.

The present system had its real beginning in 1913 with the issuance of General Order 63. Under this



directive a commanding officer was still authorized to fill vacancies in allowance, but the Navy also began the first formal training program for enlisted personnel. It provided a systematic means whereby all enlisted men and warrant officers could receive the help necessary to fit them for advancement in the technical branches.

From that beginning the advancement system has evolved step by step to the present procedures whereby Navymen are examined on a service-wide basis for advancement to all petty officer pay grades. Commencing in 1916, advancement to CPO were limited and could not be made without approval by the Bureau of Navigation, now the Bureau of Naval Personnel.

In 1923, advancements to CPO and most other petty officer pay grades were made from Bureau of Navigation-controlled eligibility lists. By 1924 the Bureau of Navigation eligibility lists in certain groups and ratings had far exceeded anticipated requirements. To solve this problem, quotas were placed on the number of men who could be recommended and examined for advancement by the Fleets. By 1925, it became nec-

## Going Up the No

essary to abandon the eligibility system as being unworkable. Advancement to CPO remained under the control of BuNav, but other advancements were made only to fill vacancies.

Although examinations had previ-



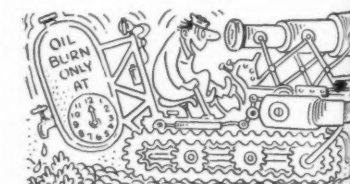
ously been used for advancement, before 1936 the examinations differed from one type command to another. Commencing in that year the Bureau of Navigation provided a standard examination to be used in testing all men competing for advancement to CPO. This procedure was suspended during World War II, but after that time advancements to CPO were again placed under the service-wide competitive examination.

Advancements to PO1 were made competitive only on a Fleet or Type Command basis. Advancements to PO2 and PO3 were authorized to be made to fill vacancies in allowance of the individual unit command. In 1948 advancements to PO2 and PO3 were included in the Fleet or type quota procedure. It was not until 1950 that competition for advancement to all petty officer



pay grades was placed on a service-wide competitive basis.

The present service-wide competitive examination system was adopted because it was best suited for advancing the best qualified personnel to fill the Navy's petty





# the Navy Ladder—Then & Now

officer needs. It is the result of years of experience and trial.

Before the service-wide exams, it was entirely possible for an almost unqualified man to be advanced simply because he was the only man available. On the other hand, several excellent men in another unit might be competing for a single vacancy. As a result, the service and individuals suffered through the advancement of individuals who were not necessarily the best qualified. The present examining procedures eliminate the effect of a person's present duty station on his advancement opportunities. The man who, during World War II, was advanced rapidly to fill a vacancy in allowance will have less appreciation for the service-wide competitive examination system than would the man who had his advancement delayed several years solely because no vacancy existed in his duty station.

Although the present system is better than its predecessors, it is constantly reviewed and improved. Where results of advancement procedures indicate that a change is in the best interest of the service and individuals, that change is made.

The most frequent dissatisfaction with the present advancement system is expressed in the question, "I passed the last examination but could not be advanced because of quota limitation; why do I have to take the examination again?" There are sound reasons why you should.

In the first place the eligibility list procedure was tried between 1923 and 1925 and found to be unworkable. Secondly, the experience you gained when you earlier passed the examination, plus the fact that a number of Navymen are competing for the first time, make the measurement of all personnel by the same yardstick the fairest method.

For example, a man who passed the examination with a score too low to be advanced, would probably block his chances for advancement if

he did not compete in future examinations, since added experience should enable him to make a higher score. *The requirement that you compete again for advancement even though you have previously passed an examination is to your advantage.*



Another complaint voiced against the examination system is that examination results may prevent the advancement of a man in a rating in which a shortage exists in his ship, while authorizing the advancement of personnel in this rating on another ship which has a full allowance in the rating. While the Navy recognizes the undesirability of unequal distribution, the advancement of less well qualified men simply because they are assigned to a ship with a shortage in their particular rate is not a satisfactory situation. The advancement system should not be confused with the distribution system.

The only alternative to the quota system would be to make the examinations so difficult that only a limited number of men could be expected to pass a particular examination. This would not be fair, because advancements in the crowded

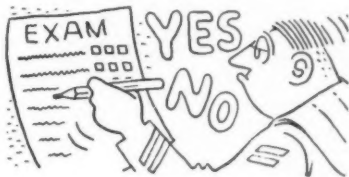


rates would then be based entirely upon the examination score. Credits for time, time in pay grade and for awards won would be meaningless since advancements would be based entirely upon a person's ability to qualify in a written test. For this reason quotas and the requirements for recompeting in the examinations have been adopted as the fairest means available in determining those best qualified to fill the Navy's actual needs in a particular rating.

A third objection voiced against the examination system is that varied

service experiences better qualify some persons for examination than others. While this fact is recognized, the examination covers the basic knowledge which every man of a particular rate should possess, regardless of his experience and duty assignments. The subject matter and requirements are widely published so that all may be informed.

The Chief of Naval Personnel has recently taken action to correct the greatest shortcoming of the present advancement procedure: lack of credit for a man's actual day-to-day performance of the tasks required in his rate. At present, the man who is excellent in the performance of his duties gets no more advancement credit than does the man who is barely satisfactory. If all other credits are the same, the man best suited to qualify by a written examination will have a slight advantage even though his day-to-day performance may be far from outstanding.



This inequity has resulted in a planned revision to the advancement procedures by the Chief of Naval Personnel to recognize excellence in performance as an advancement factor. The new evaluation system, placed in effect on 1 July, (see ALL HANDS, July 1956, page 44) will be used as the basis for deriving a performance credit for use in the advancement multiple. Under current plans, the performance factor will first be used in the August 1957 service-wide competitive examinations.

The change in the advancement system to include this factor will be a step forward in the evolution of the system. It will be another step to insure that the Navy's advancement system is the fairest possible means for determining the person best qualified to fill the Navy's needs in a particular rating.



# PATHS OF ADVANCEMENT FOR

## GENERAL APPRENTICESHIP

## PETTY OFFICERS

E-1

E-2

E-3

E-4

E-5

E-6



NAVY BLUE STRIPES



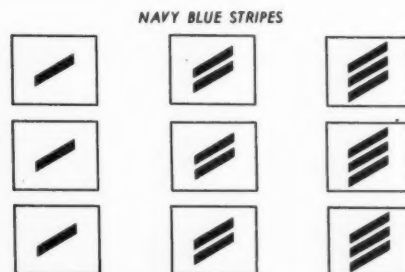
RED STRIPES



LIGHT BLUE STRIPES



GREEN STRIPES



NAVY BLUE STRIPES

### DECK GROUP I

### ORDNANCE GROUP II

### ELECTRONICS GROUP III

### PRECISION EQUIPMENT GROUP IV

### ADMINISTRATIVE AND CLERICAL GROUP V

### MISCELLANEOUS GROUP VI

### ENGINEERING AND HULL GROUP VII

### CONSTRUCTION GROUP VIII

### AVIATION GROUP IX

### MEDICAL GROUP X

### DENTAL GROUP XI

### STEWARD GROUP XII



BM BOATSWAIN'S MATE



QM QUARTERMASTER



RD RADARMAN



SO SONARMAN



SM STEWARD



GM GUNNER'S MATE



FT FIRE CONTROL TECHNICIAN



TM TORPEDOMAN'S MATE



MM MINEMAN



CS GUIDED MISSILE TECHNICIAN



ET ELECTRONICS TECHNICIAN



IM INSTRUMENTMAN



OM OPTICIAN



RM RADIOMAN



YN YEOMAN



PN PERSONNEL MAN



TE TELEMAN



SK STOREROOMMAN



DK DISCHARGE CLERK



MA MACHINE ACCOUNTANT



JO JOURNALIST



CS COMMISSARYMAN



SH SHIP'S STOREMAN



CT COMPTROLLER



PI PRINTER (To be combined with LI)



LI LITHOGRAPHER



DM DRAFTSMAN



MU MUSICIAN



DC DAMAGE CONTROLMAN



MM MACHINIST'S MATE



EN ENGINEMAN



MR MACHINIST



IC I. C. ELECTRICIAN



BT BOILERMAN



ME METALSMITH



PP PIPE FITTER



ML MOLDER



BM BROOMMAKER



BU BUILDER



SV SURVEYOR



CD DRIVER



SW STEELWORKER



CE CONSTRUCTION ELECTRICIAN



UT UTILITY



AO AVIATION MACHINIST'S MATE



AO AVIATION ORDNANCE MAN



AL AVIATION ELECTRONICS TECHNICIAN (To be merged with AT by March 1968)



AT AVIATION TECHNICIAN



PR PARACHUTE RIGGER



AG AEROGRAPHER'S MATE



AC AIR CONTROLMAN



AX AVIATION STENOGRAPHER



AT AVIATION TECHNICIAN



AM AVIATION STRUCTURAL MECHANIC



TD TRADESMAN



AB AVIATION BOATSWAIN'S MATE



PH PHOTOGRAPHER'S MATE



HM HOSPITAL CORPSMAN



AQ AVIATION FIRE CONTROL TECHNICIAN



DT DENTAL TECHNICIAN



SD STEWARD

# FOR ENLISTED PERSONNEL

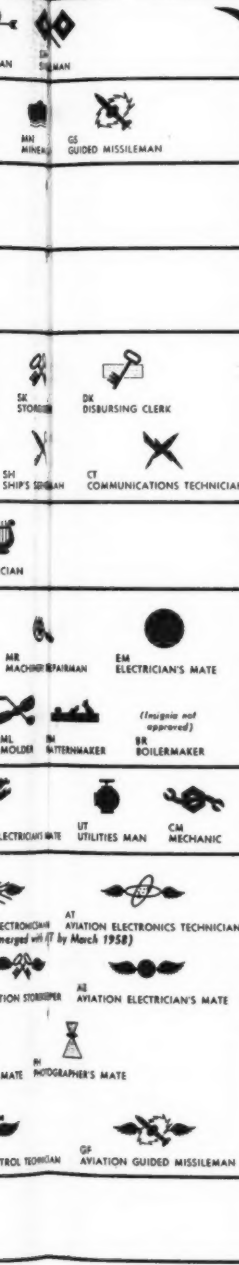
ERS



## WARRANT OFFICERS



## COMMISSIONED OFFICER PROGRAMS



	BOATSWAIN (713) (BM, QM, *GM)		SURFACE ORDNANCE TECHNICIAN (723) (GM)
	UNDERWATER ORDNANCE TECHNICIAN (733) (TM, *MN)		ORDNANCE CONTROL TECHNICIAN (724) (FT, GS)
	MINE WARFARE TECHNICIAN (734) (MN, *TM)		MACHINIST (743) (MM, BT, MR, EN, IM, OM, BR)
	ELECTRICIAN (754) (EM, IC)		COMMUNICATIONS TECHNICIAN (764) (CT)
	SHIP REPAIR TECHNICIAN (774) (DC, FP, ME, ML, PM, *BR)		ELECTRONICS TECHNICIAN (766) (ET, RM, TE, *FT, *GS, *EM, *IC, RD, SO, *TD)
	EQUIPMENT FOREMAN (749) (CM, CD, UT)		SHIPS CLERK (782) (LI/PI, JO, PN, YN, MA)
	CONSTRUCTION ELECTRICIAN (759) (CE, *UT)		BANDMASTER (785) (MU)
	BUILDING FOREMAN (779) (BU, SW, DM, SV)		MEDICAL SERVICE WARRANT (817) (HM)
	SUPPLY CLERK (798) (DK, SK, AK, CS, SM, SD)		DENTAL SERVICE WARRANT (818) (DT)
	PHOTOGRAPHER (831) (PH, *JO)		AEROGRAPHER (821) (AG)
	AVIATION ELECTRONICS TECHNICIAN (761) (*GF, *AQ, AE, AL/AT, TD)		AVIATION MAINTENANCE TECHNICIAN (741) (AD, AM, *AE)
	AVIATION ORDNANCE TECHNICIAN (721) (AO, GF, AQ)		AVIATION OPERATIONS TECHNICIAN (711) (AB, AC, PR)

Eligible ratings in path of advancement are listed in parentheses after W/O Specialty. \*Asterisk indicates this is an alternate path of advancement for the rating so marked. (SM rating's path of advancement to be announced later.)

## \* USNA

The United States Naval Academy is open to unmarried, male, high school graduates between the ages of 17 and 22. Appointments are usually obtained through U. S. Congressmen or by competitive examination in the fleet.

## \* NROTC

Applicants for Naval Reserve Officer Training Corps must be unmarried, male high-school graduates between the ages of 17 and 21. Selections for this program leading to a baccalaureate degree as well as a commission are made annually from candidates on active duty as well as personnel on inactive duty, and civilians.

## \* NAVCAD

The Naval Aviation Cadet program is designed for unmarried men who have successfully completed two years of college (60 semester hours of unduplicated studies), or have 30 semester hours with a combined GCT-ARI score of 120 and MECH of 58 (USAFI College Level GED test will be accepted in lieu of the 30 semester hours of college). This program is primarily designed for men who do not intend to complete college at a later date. Applicants must be unmarried, between the ages of 18 and 25 years, have good eyesight and no known physical defects.

## \* OCS

There are no marital restrictions for Officer Candidate School training. All applicants must hold at least a bachelor's degree. All line, supply and civil engineering applicants must be between the ages of 19 and 27. Other categories must be under 33 years. Physical requirements vary according to the program.

## \* INTEGRATION

Male applicants must be at least 19 and under 32½ years of age as of 1 July of the year in which appointment can be made. Women applicants must be at least 21 and under 29½ years of age. Applicants' physical requirements may vary according to the program. Warrant Officers and CPOs must have 3 years in grade in either of these combined grades or rates. Four years in rate are required below CPO.

## \* AOC

Applicants for the Aviation Officer Candidate program must be male college graduates between the ages of 19 and 26 with good eyesight and no known physical defects. There are no marital restrictions.

## \* LDO

Those who have not reached their 35th birthday as of 1 July of the year in which appointment can be made are eligible for appointment as Limited Duty Officer. In some cases the age limit is raised to 38. Male enlisted POs and above having served in rate for 1 year are eligible; must have completed 10 years of active service and be high school graduates or service-accepted equivalent.

## Path of Advancement to Limited Duty Officer

Outstanding Navymen have an excellent chance for advancement under the Navy's Limited Duty Officer program. The number of LDO commissions awarded each year is not large, but top-notch men who meet the eligibility requirements listed in BuPers Inst. 1120-18C have a definite opportunity to become officers in their chosen fields.

If you are interested in becoming an LDO, it's a wise plan to ask your personnel officer to determine your eligibility, and then to get an early start on gather-

ing the information needed to complete the formal application papers.

Below are listed the LDO titles and classifications, the enlisted ratings and warrant officer categories eligible for each, and the technical fields covered by each LDO classification.

Successful applicants are ordered to the U. S. Naval Schools Command, Newport, R. I., for 11 weeks of officer indoctrination training, and are commissioned upon completing the first week of their training.

### Line-General

1	2	3	4
ENLISTED RATING	WARRANT OFFICER CATEGORY	TECHNICAL FIELD	LDO TITLE AND CLASSIFICATION
BM QM GM*	713 Boatswain	Seamanship and ship's operation	Deck—1700
GM	723 Surface Ordnance Technician	Operation, maintenance and repair of offensive and defensive armament	Ordnance—1710
FC/FT GS	724 Ordnance Control Technician		
MN TM**	734 Mine Warfare Technician		
TM MN**	733 Underwater Ordnance Technician		
PN YN MA PI/LI JO	782 Ship's Clerk	Naval administration and personnel management	Administration—1720
CT	764 Communications Technician (Cryptographic Services Branch)		
	764 Communications Technician (Analysis Branch)		
MM BT MR EN OM IM	743 Machinist	Operation, maintenance and repair of propulsion and auxiliary equipment	Engineering—1730
EM* IC*	*766 Electronics Technician		
DC FP ME ML PM	774 Ship Repair Technician	Maintenance and repair of a vessel's hull and related equipment	Hull—1740
RD SO RM TE ET FC/FT* GS* TD*	766 Electronics Technician	Maintenance and repair of electrical and electronic equipment	Electronics—1750
EM IC	754 Electrician		
CT	764 Communications Technician (Maintenance Branch)		
	764 Communications Technician (Collection Branch)		

### Line-Aviation

AB AC PR	711 Aviation Operations Technician	Operational control of aircraft	Aviation Operations—1810
AO GF AQ	721 Aviation Ordnance Technician	Operation, maintenance and repair of aviation offensive and defensive armament	Aviation Ordnance—1820
AD AM AE*	741 Aviation Maintenance Technician	Maintenance and repair of aircraft, power plants, structures and accessories	Aviation Maintenance—1830
AE AL/AT TD GF* AQ*	761 Aviation Electronics Technician	Maintenance and repair of aviation electrical and electronic equipment	Aviation Electronics—1840
AG	821 Aerographer	Aerology	Aerology—1850

### Supply Corps

DK SK AK CS SH SD	798 Supply Clerk	Supply, disbursing and commissary	Supply—3700
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### Civil Engineer Corps

CM CD UT	749 Equipment Foreman	Construction, maintenance and repair of shore installations and operation of utilities	Civil Engineer Corps—5700
CE UT**	759 Construction Electrician		
DM SV BU SW	779 Building Foreman		

\* Alternate path for enlisted personnel.

\*\* Alternate path for enlisted personnel to warrant category only





## Chute Packers

WHEN A NAVY flyer hits the silk his life literally hangs by a thread—of nylon and Dacron that have been carefully packed and inspected by a Navyman in an unglamorous but all important rating of Parachute Rigger.

Take, for example, the “chute packers” working behind the scene in the loft at NAS Atsugi. They inspect about 700 chutes per month, since each chute must be unpacked and packed every 60 days.

Responsibility is a watchword among riggers. They know that the day may come when a life may rest solely in their hands. Their handiwork and reputation must be such that in an emergency a pilot will jump without hesitation, feeling confident that his chute will open. PRs have confidence in their ability, for

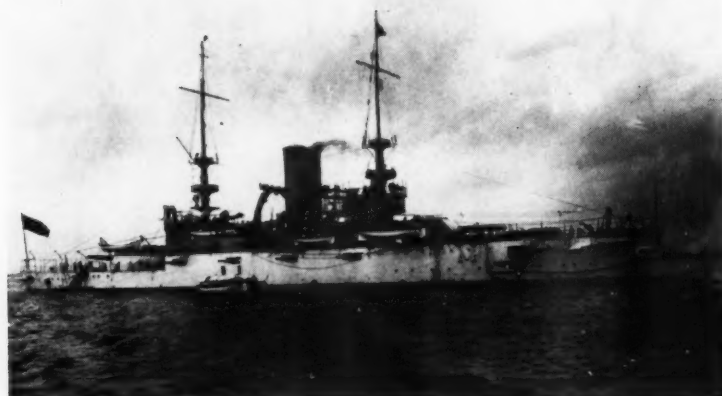
before they graduate from their school at Lakehurst each student is required to make a jump with a chute he has packed.

In addition to parachutes, riggers are responsible for all survival gear aboard Navy aircraft. Each month at Atsugi the chute packers inflate 300 life rafts to check for leakage and make certain that all other survival items are ready for emergency use.

*Top:* Riggers “whip” shroud lines of a parachute prior to packing. *Top right:* The 100 yards of nylon are folded for stowage into the chute pack. *Center:* Shroud lines are carefully placed into pack. *Lower right:* Large sewing machine is used by PR to repair torn harness. *Bottom:* Chute packers repack life raft after inspection.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



USS PRAIRIE STATE (IX 15), shown here in early days of her career as USS Illinois of the Great White Fleet, has reached the end of her sea service.

## Lone Drone Ship

The only ship of her type operating with the U. S. Atlantic Fleet, the small drone-launching *uss YV2*, is helping to steady the trigger finger of the gunners of larger ships. Accuracy in knocking enemy planes out of the sky is now becoming more of a certainty.

A converted medium landing ship, *YV2* has become a prime factor in the operation of pilotless aircraft. Drones which are launched by *YV2* are directed to an assigned target by a control point on the bow. Through manipulation of instruments these drones are made to dive, bank, climb and cavort about the firing ship in the attacking patterns of enemy aircraft.

Having been of benefit to the Fleet during the *Springboard* ma-

neuvres of 1955, *YV2* was ordered to the Caribbean and participated again this year in *Springboard 1956*. In between the various maneuvers, *YV2* is called upon by recommissioned ships and new ships, on shakedown cruises, to help with firing practice runs.

## DEW Line Extended

The Nation's DEW Line which originally draped across the Arctic is now extended to the mid-Pacific Ocean area as the result of two new airborne early warning squadrons being commissioned in Hawaii.

They are Airborne Early Warning Squadron VW-12 and Airborne Early Warning Maintenance Squadron (Matron) Two, both of which are based at NAS Barber's Point.

## YESTERDAY'S NAVY



On 3 Aug 1886 construction of *USS Maine* was authorized. On 9 Aug 1815 Tripoli agreed to end its raids on American shipping after a show of force by Commodore Stephen Decatur's squadron. On 15 Aug 1944 an Allied naval force landed U.S. and French troops in southern France. On 19 Aug 1812 *USS Constitution* defeated *HMS Guerriere* in one of the most famous frigate duels of U.S. naval history. On 31 Aug 1842 Congress established the Bureaus of Yards and Docks; Construction, Equipment and Recruiting; Provisions and Clothing; Ordnance and Hydrography; and Medicine and Surgery.

## News of Navy Ships

Guided missile cruisers and the big flattops are in an entirely different Navy, but remember Teddy Roosevelt's "Great White Fleet" which made its famed circuit of the globe back in 1907-1909? *uss Prairie State* (IX 15), last existing member of that great fleet, has met her doom—sold for scrap to the tune of \$278,000.

Launched in 1898 and commissioned in 1901 as *uss Illinois* (Coast Battleship No. 7), she was one of the last ships built with 13-inch guns. As a result of the 1924 Limitation of Arms conference in Washington, *Illinois* was disarmed and converted into the "largest and finest floating armory in the Navy."

In the same year her name was changed to *Prairie State* so that the name *Illinois* could be assigned to a newer battleship. *Prairie State*, gallant old dreadnaught, never fired a gun in battle; yet she served her country right on through World War II, mostly as a training station. She was towed to the New York Naval Shipyard from New York's Pier 73 last March to await final disposition.

As for today's modern Navy:

- *uss Canberra* (CAG 2), second of the Navy's guided missile cruisers, has been commissioned at Philadelphia. The *Baltimore*-class heavy cruiser will join *uss Boston* (CAG 1) as a member of the Atlantic Fleet, and both will have Norfolk as a home port.

- *uss Pittsburgh* (CA 72) has been mothballed for the second time in her "brief but brilliant" career. She's now in the Bremerton Group, Pacific Reserve Fleet.

- The "Fighting Saint"—*uss Saint Paul* (CA 73)—is back in Puget Sound Naval Shipyard after an absence of some two years. This time she's getting a routine upkeep and overhaul period.

- "Fifty-Niner" *Forrestal* (she's CVA 59, naturally) has entered the Norfolk Naval Shipyard for a bit of working over—including engraving of the ship's bell and the installation of a batch of television sets.

- Farther south, *uss Franklin D. Roosevelt* (CVA 42) treated herself

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to a South American cruise en route to her new home port at Mayport, Fla. FDR was recently recommissioned after a modernization program costing nearly \$48 million.

- And on the West Coast, *uss Hancock* (CVA 19) has put into San Francisco Naval Shipyard for an angled-deck-steam catapult-mirror-signal landing system modernization.

- In the deep sea Navy, *uss Sailfish* (SSR 572) has been placed in commission at Portsmouth, N. H., Naval Shipyard; up at Groton, Conn., a new *uss Darter* (SS 576) has gone down the ways. Meanwhile, the Philadelphia has overhauled *uss Muskallunge* (SS 262) and *uss Paddle* (SS 263) in preparation for their loan to Brazil under terms of the Mutual Defense Assistance Program.

Other events of interest to ship-loving sailormen:

- One destroyer of the *Forrest Sherman* class has been commissioned and two others launched. In Boston, former CNO Admiral Robert B. Carney, usn (Ret.), told the personnel of *uss John Paul Jones* (DD 932), "I am still a destroyer sailor at heart and an envious one," shortly before the colors were raised on the stern of the new DD. *uss Davis* (DD 937) has been launched at Quincy, Mass., while *uss Manley* (DD 940) has gone down the ways at Bath, Me. Like their sisters, *Davis* and *Manley* incorporate aluminum superstructures above the main deck, distribution of gun batteries with more fire power aft than forward, and the latest in habitability improvements.

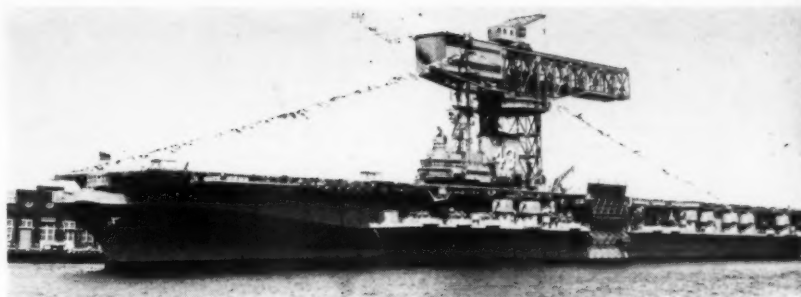
- *uss Price* (DER 332) has received an aluminum tripod mast as part of her transformation to the DER classification. In the conversion *Price's* entire top structure is being changed from steel to aluminum.

- *uss Diphda* (AKA 59), attack cargo ship "first class", has been returned to the Reserve Fleet at San Diego. *Diphda* was commissioned in 1944 and participated in Lingayen Gulf landings in the Philippines and in the Okinawa invasion of World War II. She also took part in the Hungnam evacuation in Korea.

- *uss Rolette* (AKA 99), an attack cargo ship, has been decommissioned at Mare Island Naval Shipyard.

- *uss Sharps* (AKL 10) has been turned over to the Republic of Korea Navy in ceremonies at Puget Sound Naval Shipyard, along with a pair of LSMs.

Finally *uss Mauna Kea* (AE 22), second ship of the *Suribachi* class



KING-SIZE RADAR tower for CVA? — or so it seems. However, full dressed *USS Coral Sea* (CVA 43) is merely moored by yard crane for an open house.

of ammunition carriers has been launched in Baltimore. Both ships have an over-all length of 512 feet and beam of 72 feet. They have a light displacement of 7500 tons, cargo capacity of 7500 tons and are steam-turbine propelled, with one screw. Complement consists of 20 officers and 296 enlisted men.

#### Little Beavers

Destroyer Squadron 23—the famed "Little Beaver" squadron of World War II—is back on duty in the Pacific for the first time since being inactivated at the end of World War II. The squadron, then composed of DesDivs 45 and 46, fought its way to fame while under command of the present Chief of Naval Operations, ADM A. A. ("Thirty-One Knot") Burke, usn.

Composing today's "Little Beavers" (DesRon 23) are DesDiv 231—*uss Stephen Potter* (DD 538), *Picking* (DD 685), *Irwin* (DD 794) and *Preston* (DD 795)—all recently reassigned to PacFlt from the Atlantic;

and DesDiv 232, made up of *uss Maddox* (DD 731), *Brush* (DD 745), *Samuel N. Moore* (DD 747) and *Herbert J. Thomas* (DDR 833).

#### P. R. Scouts Get Boats

In line with the Navy's policy of cooperating with Boy Scouts, naval units in Norfolk, Va., presented four small boats to the Puerto Rico Council of Boy Scouts.

The boats, transported to San Juan aboard the MSTS transport *usns Pct. William H. Thomas*, were accepted upon their arrival by seven San Juan scouts and their scoutmaster, who represented all scouts of the island.

The former Navy boats are now available for use by all Puerto Rican scouts at their camp at Guajataca, approximately 60 miles from San Juan.

Since 1946, the Navy has presented more than 1000 boats of various types to the Boy Scouts of America.

SIXTH FLEET SHIPS visit Barcelona. (L. to R.) *USS Cassin Young* (DD 793) *Albany* (CA 123), *Newport News* (CAA 148) *Mercury* (AKS 20), *Mauna Loa* (AE 8).







USS MATACO (ATF 86), little ship with a lot of pull, enters San Diego harbor after more than three years of continuous overseas duty in Pacific waters.

### Mataco Chalks Up Mileage

Unheralded and almost unnoticed, USS *Mataco* (ATF-86) cruised into San Diego Bay not long ago, with a 59-foot "Homecoming Pennant" (one foot for each man aboard) streaming from her 'pig-stick' mast. After more than three years of continuous overseas duty, the 204-foot fleet tug had returned to the United States.

In March of 1953 *Mataco* made a brief routine stop at San Diego while en route to Panama with a floating drydock in tow. Since then she has logged over 50,000 nautical miles operating in the Western Pacific.

Officially, the ship's homeport is Pearl Harbor, but the hard-working tug isn't home much. Lieutenant Commander John R. Ives, USN, *Mataco's* skipper for the past 24 months, says, "I can count 17 months of operations away from Pearl."

An experienced small-ship sailor, LCDR Ives earned his commission from the enlisted ranks. During World War II he commanded an LSM, and he has been commanding officer of an escort submarine chaser. But his service on board *Mataco* has provided him with some of the most memorable experiences of his 19-year career.

Primarily, the fleet tug is designed specifically for towing, salvage work and fire-fighting. Not particularly glamorous tasks, but as LCDR Ives puts it, "The work often gets interesting—to say the least. This tour we rescued just about everything but a submarine. We even rescued an airplane."

The skipper speaks with pride of *Mataco* and her crew as he relates the story of freeing a seaplane which had grounded on a beach southwest of Nagasaki, Japan.

There was nothing in the book about marooned seaplanes, but within six hours the ingenuity and skill of the tug's crew enabled the plane to take off undamaged. "Our men took great delight in doing anything that was asked of them—and in a hurry," LCDR Ives says. "Yet, in the past two years we have never lost a minute because of injuries."

Another time the 1650-ton ship rescued a 22,000-ton tanker which had lost all propulsion and was drifting into shoal waters off southern Japan. The tough little tug towed the crippled ship almost 500 miles "up-hill" through rough seas to port.

"That's our main weapon," LCDR Ives says, pointing to the huge automatic towing machine. "*Mataco* can take the largest ship in existence in tow under normal conditions—with the possible exception of *Forrestal*, and I'm sure two tugs in tandem could handle her."

Even under abnormal conditions, fleet tugs perform man-sized tasks. LCDR Ives tells of towing a 235-foot vessel to Korea through the fringes of a typhoon and of a trip up from Hong Kong during a gale, when "the ship rolled 51 degrees for two days, and there were more footprints on the overhead than on the deck."

"When we're not doing anything," LCDR Ives comments, "the ship tows targets for fleet gunnery exercises. During this cruise 56 ships fired on targets towed by *Mataco*." Also, because of her deep draft (17 feet), the tug often serves as a target for submarine torpedo firing exercises. On one occasion a dummy torpedo tore a hole in *Mataco's* fuel tanks.

*Mataco's* duties have taken her all

UNDERSEA GAS STATION, USS *Guavina* (AGSS 362) surfaces to fuel P5M-2 *Marlin* during anti-sub exercises.



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over the Pacific—Subic Bay, Manila, Hong Kong, Chichi Jima, and ports throughout Japan, but the milk run is the 1100-mile voyage between Pearl Harbor and Midway Island. Once it took a week to make this trip towing 2000 tons of gravel in barges. "Sometimes I thought we were going backwards," LCDR Ives said, and then pointed out that the captain of a seagoing tug spends more time on his bridge looking back to where the ship has been, rather than to where it's going. Bulky tows on the end of 1600 feet of two-inch wire present unusual navigational problems and demand constant vigil.

### Time Savers

From time to time, in very rare and isolated cases, Navymen have been known to try and avoid work. Usually, such efforts are frowned upon, but C. V. Beck, AOC, usn, and L. A. Singley, AOL, usn, have found a way to avoid work while doing the Navy a favor at the same time.

While their *Cougar* jet squadron, VF-91, was deployed to Clark Air Force Base in the Philippines, the two ordnancemen decided it was taking them too many hours to de-belt the hundreds of rounds of 20mm ammunition left over after a day's strafing and gunnery by their pilots. So they put their heads together and invented a gadget to do the job in a fraction of the time it took by hand.

Dubbed the Portable De-linking Device, the gadget is actually a salvaged 20mm feed mechanism with a few alterations which make it into a de-linker or de-belter. The handy-dandy gizmo can be bolted to a board or weapons carrier, or clamped in a vice. As belted rounds are fed into it by hand the star wheels of the feed mechanism are turned by an attached crank and the ammunition comes out, de-belted and unscathed, at the bottom.

The de-belter is easily built, provided you have an old 20mm feed mechanism lying around. Moreover, it is simple to operate, portable, compact, light and readily adaptable to electric drive. It can be mounted virtually anywhere, and most important of all, it doesn't damage the ammunition. The gadget can be used to its best advantage during large-scale gunnery operations or when large quantities of "bad lot" belted ammo are discovered.

If you'd like a genuine Portable

De-linking Device of your very own, just follow these simple directions:

- Remove the operating lever assembly, cotter pin and pivot pin from the feed mechanism.
- Take off the link assemblies, cartridge holding pawl, spring, dog, front and rear cartridge holding cams and springs in that order.

• Mill the mouth of the feed mechanism completely off to allow the de-linked rounds to drop.

• By reinstalling the operating lever assembly and attaching a push rod, connected to an electric drive of your own design, you can make the whole device operate automatically at the flick of a switch.

## Coast-to-Coast Transceiver Network Gets Under Way

At 1203, 2 Jul 1956, VADM Holloway, the Chief of Naval Personnel, pressed a control panel button on a data transceiver set in the Enlisted Distribution Branch of the Bureau. A prepunched IBM card then raced across the set.

At the same instant, 2285 miles away at North Island, San Diego, an exact duplicate of the punch card began racing across the face of another data transceiver, recording the information that had been punched on a card at Washington.

The card in this case was an "enlisted availability"—the first Washington-to-West Coast one so made. On hand to read the card was Vice Admiral Alfred M. Pride, usn, Commander Air Force, U.S. Pacific Fleet—who saw that Edwin Childs, Jr., AN, usn, now on duty at NAS Hutchinson, Kansas, was being made available for assignment in AirPac.

The pressing of a button at the Bureau marked another step in the

Navy's expanding transceiver network. San Francisco was tied in with Washington at the same instant. Norfolk-Washington hook-up was made last September.

It is the individual man who benefits most from this new system. Through punch cards and transceivers much more information important to a careful decision on his next assignment can be recorded, sent and processed than through older means. Detailed information normally cannot be indicated on such traditional "transfer directive" forms as speed letters, teletype or radio messages.

Assignment of personnel has always been a vital area in enlisted career planning. More information on this technique is contained in the 5 Jun 1956 BuPers Inst. 1306.58. Its purpose is to establish procedures relating to transmission of personal data via data transceivers and the use of punch cards in transfer of enlisted.



COAST-TO-COAST card punch — VADM J. L. Holloway signals opening of BuPers West Coast transceiver network. Standing are: J. P. Szeliga, MAI; CAPT. R. W. Curtis; RADM M. E. Arnold, and RADM E. W. Grenfell. Naval officers stationed in Washington, D. C., area now wear civies on the job.

## TODAY'S NAVY

### Tests on *Forrestal*

USS *Forrestal* (CVA 59), "hostess with the mostest" so far as naval aviators are concerned, has welcomed aboard three of the Navy's newest jet aircraft. She is a testing ground for the supersonic fighter F8U-1 *Crusader*; the first Navy all-jet heavy attack bomber, the A3D-1 *Skywarrior*; and the F11F-1 *Tiger*, another new supersonic fighter. All were put through their first catapult launchings and arrested landings from the deck of *Forrestal*, operating off the coast of Virginia.

The planes were undergoing the first phases of carrier suitability trials, designed to test their performance under actual operating conditions at sea. *Skywarrior* with a gross weight of 70,000 pounds and a wing span of 72½ feet, is the heaviest and most powerful aircraft that has ever flown from the deck of a carrier. Her two turbo-jet engines make her capable of speeds in the 600-700 mph range, and she has a service ceiling of over 40,000 feet on combat missions.

F8U *Crusader* is one of the world's first aircraft to operate in an entirely new speed range, well above the supersonic. First flown a year

ago, she is powered by a single turbo-jet engine with afterburner. The third jet, F11F *Tiger*, also has a single jet engine with afterburner.

The tests aboard *Forrestal* included catapult launchings at various gross weights, take-off speeds and the use of various pilot techniques. Arrested landings were also made with various weights, speeds and landing attitudes.

### Second *Seamaster*

Flight tests on the second XP6M-1 *Seamaster* are underway.

The swept-wing minelaying and photo-reconnaissance aircraft, which has been painted with the new Navy grey-and-white colors, was airborne on its first flight for an hour and 25 minutes.

The minelaying and navigation systems originally built into the second airplane have also been removed temporarily in order to carry out with the one aircraft what it had been planned to accomplish with both seaplanes under two separate flight test programs.

Production models of the *Seamaster* will carry a crew of four including pilot, co-pilot, navigator-minelayer, radio and armament defense operator.

### First Flight for *Skylander*

The new F5D *Skylander*, an all-weather, supersonic, carrier-based jet fighter which features thin, bat-shaped wings and slender fuselage, has made its first flight.

Designed for catapult take-off from carriers and rapid climb to high altitudes to intercept and destroy enemy aircraft, the *Skylander* exceeded the speed of sound on its maiden flight.

The F5D's wing planform, general appearance, and arrangement are the same as the F4D. However, its greatly increased speed, range, and performance have made it a multi-purpose airplane. It can be used as a general day fighter and all-weather

interceptor as well as a fixed-point interceptor.

*Skylander* is powered by an improved J-57 turbojet engine with afterburner. It also has electronically controlled auto pilot and fire-control systems.

Another distinguishing feature is its V-shaped cockpit enclosure. This type of cockpit accounts for a substantial increase in speed over the more conventional flat-faced windshield.

The F5D is capable of carrying guns, rockets, and missiles, and is designed to operate from existing aircraft carriers as well as the new *Forrestal* class.

### Seeing Eye Squadron

With the largest naval air station photo laboratory in the Far East, men of Navy Utility Squadron Five (VU-5) prove nearly every day the truth of that weary old saw: "One picture is worth ten thousand words." On such a basis, VU-5 is one of the most prolific word-mongers extant.

Its work includes the aerial coverage of military installations, photo-mapping, aerial photos of aircraft in flight, pictures of crash scenes and processing some eight miles of gun camera movie film each week.

One of VU-5's more important jobs is furnishing aerial photos of surface gunnery and torpedo practices of ships of the Seventh Fleet.

The procedure for obtaining these photos is not simple. First, a date and place of rendezvous for the target practice is decided upon by the Fleet Training Group at Yokosuka. The VU-5 Operations Division schedules a suitable aircraft for the flight. The Photo Lab is notified and two qualified photographers are assigned.

The proper aerial camera is checked and loaded. Data board, safety belt and flight clothing are checked out and the photographers report to the plane, where the rear



LATEST JETS receive tests on USS *Forrestal* (CVA 59). Above: F8U *Crusader*; Left: A3D *Skywarrior*; Right: F11F-*Tiger*.





door is removed and electric power for the camera is checked. Mae West and parachute harness are slipped on and they're ready to go.

After take-off, the pilot calls the scheduled firing ship and informs it that the photo plane is proceeding to the assigned area. As soon as the visual contact is made with the target towing vessel, the plane begins to circle over the target. One photographer fastens on the safety belt and positions himself at the open door with the 65-pound aerial camera. The other stands by to record each picture taken, each run and salvo of the firing ship and the altitude of the photo plane.

When firing is completed, the photo plane returns to Atsugi. The photographers rush the film to the VU-5 lab for processing. Within a short time the finished films and prints are on their way to the Fleet Camera Party at Yokosuka for plotting and evaluation.

Using these photos, the ship's gunnery men can determine any deflections or range error during gunnery practice and correct their gun calibrations.

Not all the jobs of VU-5 are as dramatic as aerial photo coverage. But whether the photo mission involves mapping or merely a shot of an aircraft status board in the maintenance office, all depend on the training and experience of USN photographers. K. G. Riley, PHC, usn.

### Hurricane-Shooting Rockets

Navy destroyers and aircraft are shooting rockets at hurricanes this summer. The intent is to photograph them, not chase them away.

By means of rockets, an entire hurricane cloud system can be photographed from an altitude of approximately 100 miles.

Recovery techniques of the nose cone containing the photographic equipment were tested in May. A P4Y-2 aircraft dropped an inert rocket nose cone at an altitude of

## Flying Chief is One of Navy's Three Hundred

Twenty-four hours a day for one year, one month and 10 days! That's how long Clanton W. Clampitt, ADC (AP) usn, would be in the air if he could pack all his flying time into a single flight.

Chief Clampitt is one of the few enlisted pilots still in the Navy. When the program was discontinued in 1945 there were about 800 of them. Now, through attrition, appointment and reappointment to former commissioned grade, the number has dwindled to around 300.

But the chief is still going strong after 30 years of service—20 of them in aviation. He has a total of 9721 hours in everything from old time biplanes to modern helicopters and jets since he first entered pilot training back in 1936. In World War II he flew 16 combat missions in the Pacific and was awarded the Distinguished Flying Cross and two Air Medals. Now, as space satellites herald the dawn of interplanetary travel, he's just begun a brand new four-year hitch.

For eight years he was a commissioned officer, but in 1950 when he had to choose between being grounded as a lieutenant



commander or flying as a CPO, he willingly reverted to his present enlisted status. Today, as a member of VR-32 at NAS North Island (San Diego), Calif., he is able to keep up with the latest in aviation while ferrying all types of aircraft.

Not long ago, Chief Clampitt completed helicopter training, and some day, when the Navy starts teaching men to fly space ships, he'll probably be one of the first to apply for the course.

18,000 feet and 100 miles off the coast of Wallops Islands, Va. It parachuted to the sea surface, and floated until recovered. Two destroyers, *uss Wren* (DD 568) and *uss Ross* (DD 563) were the recovery ships.

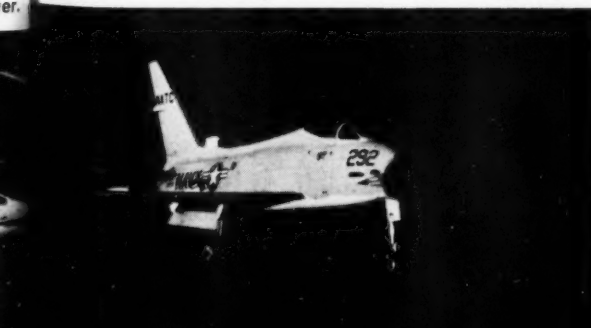
While the nose cone was aloft, *Wren*, 23 miles distant, picked up the signals emitted and later moved in through rough seas to recover the experimental nose cones. *Ross* served as a guard ship for the drop but did not assist in locating and recovering the nose cone.

During the East Coast hurricane season this summer, four two-stage

rockets will be launched at Wallops Island. The rockets will be equipped with cameras, air and seaborne location and recovery devices. Floating rocket nose cones containing the cameras will be disengaged from the rockets and parachuted to the sea surface. Ships from Destroyer Flotilla Four will recover the cameras.

A two-stage rocket, the *Nike-Cajun*, will carry the cameras, parachutes, and locating and recovery instruments to approximately 100 miles altitude. Pictures that are taken from this altitude will have a radius of approximately 800 miles.

**JETTING IN — FJ-4 Fury lands on Forrestal's large deck. A4D Skyray blasts skyward off the big carrier's bow.**







**DEAD HEAT** — Camera records the neck and neck 110-meter high hurdle contest between Davis and Calhoun.

# Headed for Olympics

A fast, high-striding lieutenant (junior grade) and an embryo seaman still in recruit training led the Navy's entries in the 1956 American Olympic Track and Field trials held in Los Angeles Memorial Coliseum. A total of 11 Navy athletes had qualified for competition in the trials. As it happened, two of them won places on the American team and one was selected as an alternate.

Lieutenant (junior grade) Jack Davis, USNR, one of the finest athletes ever to don Navy silks, came through to win the 110-meter high hurdles in a dead heat with Lee Calhoun of North Carolina College. Davis had been a heavy favorite to win the number one position.

Davis, who a week previously had finally caught and passed the world's record in this event, got off to a slow start in the preliminary heat, but came on to win easily in the time of 13.9 seconds. An hour and 20 minutes later, in the finals, Davis was matched stride-for-stride by Calhoun.

As in the qualifying heat, Davis got off to a relatively slow start and then tipped the eighth hurdle as he registered a 13.8 seconds time in the finals. You'll note from the photos at left that it was the closest race of the entire trials.

For more than an hour after the race, Olympic officials studied the pictures and found that they couldn't separate the two speedsters and declared the race a dead heat. Both of these hurdlers, along with Duke's Joel Shankle, were selected to the team.

Milt Campbell, SA, USN, 1955 AAU and National Collegiate high hurdles champion, placed fourth in the high hurdles and was selected as an alternate. Campbell was timed at 14.2 seconds, a tenth of a second behind Shankle.

By the margin of an inch, Benny Garcia, SR, USN, won a seat on the plane going to Australia for the Olympics this fall. Competing in the javelin throw, Garcia won third place with a toss of 234 feet 3½ inches. The young seaman beat out Frank "Bud" Held, holder of the currently accepted world record of 268 feet 2½ inches. The best Held could do in the track and field trials was 234 feet 2½ inches.

Garcia, a recent graduate of the University of Arizona, tossed the javelin 242 feet 1½ inches last April to become rated among the top three javelin competitors in the nation. The veteran Cy Young from San Francisco won the Olympic Trials in this event with a toss of 244 feet and Phil Conley, of Cal Tech, placed second with a distance of 235 feet.

Ensign Bob Kimball, USNR, was the other Navy competitor in the javelin contest but failed to place with his best toss of 198 feet. The former Stanford ace had been encountering trouble in his favorite event and had dropped more than 30 feet from his peak form in mid-season. Last year, Kimball won the PCC championship with a toss of 240 feet.

In the high-jump event, Mark Smith, AT3, USN, and Lieutenant (junior grade) Barney Dyer, USNR, carried the Navy banners but lost out to Charles Dumas of Compton College. Dumas set a new world's record with a tremendous leap of 7 feet ⅝ inch. Both Smith and Dwyer have cleared the crossbar at 6 feet 8 inches this year, but neither could do any better than 6 feet 4½ inches in the trials.

One of the biggest disappointments to the Navy track followers

**INCHED IN**—Benny Garcia, SR, USN, posing with Phil Conley and Cy Young, won berth by an inch margin.



**ALL HANDS**

was the performance of Joe Tyler, SN, USN.

Tyler made the unfortunate decision to wear a new pair of shoes when he ran the 10,000-meter race in the AAU meet a week before. He developed a severe blood blister after about six laps and had to quit. This injury hampered his running a week later in the 5000-meter run in the trials. He finished last.

Other Navy men in the trials were Dick Forester, SN, USN, who finished eighth in the 800-meter run; Lieutenant (junior grade) Sam Waltmire, USNR, finished 10th in the 3000-meter steeplechase; and Lieutenant (junior grade) Al Thompson, USNR, placed 13th in the shot put and 10th in the discus.

The only other member of the naval service to win a spot on the Olympic team was Marine Josh Culbreath.

The Quantico Marine equaled the world record of 50.4 in the 400-meter hurdles but had to settle for third place as Glenn Davis of Ohio State and Ed Southern of Texas U., both broke the world's record with respective times of 49.5 and 49.7 seconds.

The Navy athletes had earned the right to compete in the U.S. Olympic trials by winning first, second, or third place in the Inter-Service Track and Field Championships held in mid-June.

First place Navy winners in the Inter-Service were Jack Davis in the 110-meter high hurdles and Mark Smith in the high-jump event. Al Thompson was the Navy's only double placer, winning second place in the shot put and third in the discus throw.

Of the 52 members selected to the American Olympic Track and Field team, twelve are members of the armed forces:

From the Navy are Jack Davis, Benny Garcia and Milt Campbell (alternate). Marine Corps representative is John Culbreath. Army men on the team are Tom Courtney, 800-meter run; Lou Jones, 400-meter dash; Ira Murchison, 100-meter dash; and John Bennett, broad jump. From the Air Force are Thane Baker, 100- and 200-meter dashes; Parry O'Brien, shot put; Jim Lea, 400-meter dash; George Mattos, pole vault; and Lon Spurrier, 800-meter run.

—Rudy C. Garcia, JOC, USN.

## SIDELINE STRATEGY

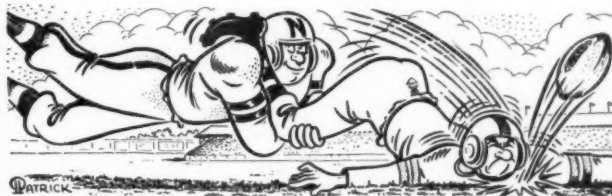
ONE OF THE HIGHLIGHTS of the coming football season at the Naval Academy will be on 24 September at Thompson Stadium when the second Navyman to be selected to football's Hall of Fame is formally inducted. A three-time All-American, Lt. Don Whitmire, USN, one of the most fabulous men ever to wear the colors of the Navy Academy, is the second Annapolis gridders to win such an honor.

The big (250 pounds) tackle, who starred on the gridiron at Annapolis in 1943 and 1944, joins some excellent company in Vice Admiral John

- Awarded Washington's Touchdown Club's Knute Rockne Memorial Trophy in 1944 as Nation's outstanding lineman.

Don was attending the University of Alabama when he was called to active duty with the Marine Corps in 1943. That same year, he won an appointment to the Naval Academy and was on hand for the 1943-44 football season. His football honors continued to pile up as he was selected to the tackle slot on the All-East and All-American teams in 1943.

Again the following year, he was unanimous choice All-



H. "Babe" Brown, USN, (Ret.), who was selected in 1953. The selection of Don Whitmire, now assistant Director of Physical Education at the Naval Academy, came as no surprise to followers of Annapolis football fortunes.

Don's collegiate and Navy football record is not of the type you run across every day.

- All-State Alabama high school tackle 1939.
- All-Southeastern Conference sophomore team 1941.
- Played in 1942 Cotton Bowl and was selected to the All-Time Cotton Bowl Squad.
- First team All-American 1942.
- Named to All-Time University of Alabama team while still a junior.
- Played in 1943 Orange Bowl, selected to All-Time Orange Bowl team.

American for Navy and was awarded the Knute Rockne Memorial Trophy by the Washington, D.C., Touchdown Club. This trophy is awarded annually to the nation's outstanding lineman.

During the time he was winning football honors at the Academy, Don was also taking good care of his military duties. So well, in fact, that he was appointed as the Naval Academy Brigade Commander during his first class year.

Since then, Don has had duty aboard three destroyers and also qualified as a submariner. He's also tried his hand at coaching, leading the Pacific Destroyer Force squad in 1947 to the Southern California service title, the Pacific Fleet championship and up to the All-Navy semi-finals.

—R. C. G.

# THE BULLETIN BOARD

## Advancement Exams to E-4 Will Be Held Four Times a Year

**O**PPORTUNITIES FOR ADVANCEMENT to pay grade E-4 in certain ratings are getting better all the time. To maintain the on-board strength in those ratings where there has been a continuing shortage of petty officers, two annual additional service-wide competitive examinations for *selected* pay grade E-4 rates have been established.

The first, which has been announced, will be held 21 November. Further special examinations will be held in May and November of each year. The normal February and August examinations will be continued for these and the other ratings in which there is a lesser need for large numbers of additional petty officers.

The rates eligible to compete in the November exam include a number of the selective emergency service rates. Personnel may compete in November for advancement to the following rates if they do not take the August exams:

ACW3, ACR3, ACT3, CS3, CT3, AQ3, GF3, QM3, RD3, RM3, MR3, BT3, IC3, CE3, AT3, AEM3, AEI3, PRS3, PRM3, MM3, EM3, ETS3, ETR3, ETN3, FTM3, FTU3, FTA3,

### Instructor Duty Billets Open to HMCs and HM1s

A continuing need exists for qualified instructors in schools under the management control of the Bureau of Medicine and Surgery. Requests are desired from qualified HMCs and HM1s for Bureau of Naval Personnel controlled instructor duty.

Qualifications for this duty and instructions for submitting your request are contained in BuPers Inst. 1306.22B. In addition to qualifications listed in this instruction, it is preferred that you be a Fleet Marine Force combat veteran if you request instructor duty in Field Medical Service School.

BuMed would like you to submit your request early enough to permit planning for orderly replacement of hospital corpsmen in instructor billets at least one year in advance.

FTL3, FTE3, SO3, and TM3.

Although the above rates are slated for the November examination, it is anticipated that there may be some revisions to this list in future November and May exams. The list of ratings to be examined in May and in future examinations will be announced by a BuPers Notice of the 1400 series.

Examinations in November 1956 will be used for the advancement of USN and USNR personnel on active duty with the regular establishment only.

The additional E-4 examinations conducted in November are specifically intended for examining personnel who have newly become eligible or who did not participate in the most recent service-wide examination. If, for example, you competed in the August 1956 service-wide examination for advancement and failed, you will be ineligible to compete in the November exam.

This requirement means that no one will be able to compete oftener than every six months.

Performance tests must be conducted before the service-wide competitive examinations are held.

The CAA Certificate requirement for advancement to pay grade E-4 in Air Controlman rating is waived for November examination for those Air Controlmen who are not assigned to control tower duties.

All-Navy Cartoon Contest  
G. C. Vliet, PNA3, USNR



"He does have a signed property pass."

If you are advanced as a result of the May or November examinations, you will complete the time in grade requirements for advancement to pay grade E-5 three months before the round terminal eligibility date for August or February examinations. Requests for waivers of time in pay grade E-4 to permit you to compete in an earlier examination for E-5 will not be authorized.

### 50 POs Enter College under Advanced School Program

The first 50 petty officers to be chosen for participation in the new Navy Enlisted Advanced School Program enter Purdue University in September.

The program is designed to give selected enlisted personnel technical college educations and to provide them with the necessary background and knowledge to handle the complicated equipment of the modern Navy. It will provide a maximum of four years' college education; in return, each selectee will be required to spend two years on active duty for each year of college attendance.

The applicants must meet specific requirements as to age, education, and length of service in the Navy. They will be selected on the basis of their service records and competitive examinations. They report to the Naval Preparatory, Naval Training Center, Bainbridge, Md., during August to receive instruction in mathematics and general orientation.

At Purdue they will study technical courses in the Purdue Schools of Engineering and in the Technical Institute of the University. Upon completion of two years of study, they will return to the Fleet for a four-year duty period. Upon further re-enlistment for six years, and provided they are still qualified, they may receive an additional two years of advanced academic instruction.

Successful completion of four years of education at Purdue will entitle those Navymen meeting the University's requirements to an engineering degree.



## Ten Enlisted Correspondence Courses Available to Active Duty Personnel and Reservists

Ten new Enlisted Correspondence Courses are now available to all enlisted personnel.

There have been certain administrative changes made since the last announcement concerning new Enlisted Correspondence Courses was made. For one thing, Enlisted Correspondence Courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center, as was the earlier practice.

If you are on active duty, your division officer will advise you whether or not the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application is forwarded to the Correspondence Course Center, which will supply the course materials to your command for administration.

Personnel on inactive duty will have their courses administered by the Correspondence Course Center, just as in the past.

The new or revised courses are:

Course	NavPers No.
*Basic Hand Tool Skills	91228-1
*Mineman 3, Vol. 1	91334-1
Fire Control Technician 1, Vol. 2	91343
Chief Fire Control Technician, Vol. 2	91344
*Yeoman 1	91415-2
Machinist's Mate 1	91503
Chief Machinist's Mate	91504
*Builder 3	91583-1
*Builder 1	91585-1
Aviation Ordnanceman 2, Vol. 1	91661

\* Courses so marked may be retaken for repeat Naval Reserve Retirement credit.

## New Rules Set Up on Issuance of Bedding

Space-grabbing blankets and pillows will no longer burden your seabag, according to BuPers Inst. 10150.1B, which states that enlisted men below CPO will draw such bedding from the ship or station to which assigned, and that bedding will remain on board when an individual is transferred. This "organizational" issue of bedding, the same manner in which mattresses and bedding for officers, CPOs and Waves are handled, is both more

economical and more convenient than previous methods of providing these necessities.

Before 1 Jul 1952 blankets and pillows were issued as part of the initial clothing allowance and became a man's personal property. From that date until 1 Jul 1956 these items were furnished on an "issue in kind" basis—they were yours to use until time of discharge, when they were returned to naval custody. Under the latter system, service record entries acknowledging receipt and return of blankets and pillows were required.

Under the new system all bedding

marked "USN" which has been "issued in kind" to enlisted men becomes the property of the ship or station to which the man is assigned (or to which he is proceeding if in a travel status) and will be turned in at time of transfer. This bedding will be reissued later to men reporting aboard the command.

Personnel now using bedding which was issued as part of the initial clothing outfit before 1 Jul 1952, may retain these articles and, if necessary, will be furnished blankets and pillows by the ship or station to which attached.

## HOW DID IT START

### Knots

There are knots and knots and more knots. First, there's the figurative type, such as love knots and matrimonial knots. Then there are heraldic knots, the Bouchier and the Dacre, the Henage and the Harrington (which is not a knot at all).

Conjurer's knots, wind knots, Peruvian and monkey knots are fancy ones in the knot-tiers world.

Finally there are the knots used by sailors, fishermen, weavers and builders—the hitches and bends, whippings and splices used wherever rope or line is used.

Nobody knows who tied the first knot, nor in most cases how specific knots got their names. But the word "knot" itself comes from the Anglo-Saxon *cnotta*, meaning "to join together"; the word "bend" also comes from the Anglo-Saxon. Regardless of how they were originated and named, knots have existed from earliest times, and have played an important part both in fact and fancy.

Gorillas are known to tie knots in saplings and vines to make their nests, so there is no doubt that the most primitive men could also tie knots. Ancient knots

have been found in Egyptian tombs, while stylized drawings of knots appear in that country's early art. The Greeks and Romans also used knots and had many beliefs concerning them—as did early Norsemen, English and Germanic peoples, practically all of the early civilizations whose records have come down to us.

One early superstition in northern Europe was that knots could be used to cure ills. For instance, it was believed that by saying certain magic words and tying a knot in a willow branch for each day a fever had lasted you could cure the fever. Or you could remove warts by tying a knot in a cord for each wart, then putting the cord under a stone. One version had it that when the cord rotted your warts would be cured; another said that the warts would be transferred to the first person stepping on the stone.

Other early superstitions included the belief that bandages knotted a certain way would help heal wounds; that knots could be used to keep an enemy from performing some act; and that naming a last-born son Knute or Canute (both meaning "knot") was effective in limiting the size of a family.

Sailor-wise the most interesting supernatural knots were those which controlled the winds. Early mariners used to purchase charmed cords of knots for use when they were becalmed at sea. It is said that there were three knots in the cord which, upon being untied, had the property to release a wind of moderate force, then a half-gale and finally a hurricane.

Nowadays we don't expect that sort of performance from knots, but any good book of knots will show you hundreds of hitches, bends, seizings and splices, each capable of turning in a first class performance in the job for which intended.





# The Lowdown On Living in London for You and Your Family

IF YOU ARE ONE of the lucky ones who anticipates duty in London, you and your family can look forward to an enjoyable experience. However, as in any foreign country, there are certain pitfalls that can be avoided if you are forewarned.

Here's a rundown on living conditions in London and the United Kingdom based upon a pamphlet prepared by the staff of Commander, U. S. Naval Activities, London. It will be useful to you.

All MSTs ships serving the United Kingdom arrive at Southampton. When your ship has moored at Southampton, a Navy representative will come aboard to help you disembark and travel to London with a minimum of inconvenience.

All civilian passengers, whether dependents or Civil Service employees, will be directed through immigration officials for clearance and landing permits. Military personnel do not have to clear through immigration. After you have completed clearing, you will be directed to the Navy representative for completion of your processing. All passengers must present orders or other authorization for travel via MSTs.

You will be advised where your advance hotel reservations have been made. Reservations are made automatically. If reservations are not desired, you should contact the hotel and make necessary cancellations; otherwise, you will be considered liable for payment.

When you have cleared your cabin baggage, and if you are ready to depart for London, the Navy representative will direct you to the railroad depot, where you will be able to get a train to London. You will be reimbursed for travel by commercial transportation.

All FLogWing Flights serving

the United Kingdom arrive at Blackbushe Terminal, England, (37 miles from downtown London). When your plane arrives at Blackbushe Airport the Air Transportation Officer will come aboard. He will:

- Advise you concerning immigration and customs clearance procedure.
- Make sure you are guided and properly cleared through customs and immigration.
- Help you pick up your luggage at the Customs Table.
- Check your orders for proper endorsements.

When you have cleared customs the Air Transportation Officer will direct you to the government bus which is provided to take you into London.

**Appliances**—Electrical household appliances are available on the local market. Radios, electric irons, washing machines, electric ranges, refrigerators, vacuum cleaners, kitchen appliances, etc., of American manufacture for use on 110 volts AC, can be used in England provided transformers of sufficient capacity are used. Transformers of various capacities from 150 to 3000 volts range in price from \$5 to \$40. British light bulbs to fit American lamps are available at a moderate price. American appliances operated by a motor, such as refrigerators, washing machines, vacuum cleaners, mixers, etc., need no adjustment to operate from a suitable transformer. Electric clocks, however, will lose time owing to the 50-cycle current. Automatic washing machines that have to have equal pressure on the hot and cold inlets will not operate in the London area because of the difference in pressures on the hot water line (about 15 lb. per square inch) and the cold water line (60 lb. per

square inch). Phonographs must be adapted to 50-cycle current to turn at correct speeds (see your local dealer for information).

Refrigerators (electric or gas) are usually found in the more expensive apartments or houses but are much smaller than those of American manufacture. You should strongly consider shipping your refrigerator if you want the storage capacity to which you are accustomed at home.

Electric heaters are usually desirable to supplement the heating system or fireplaces provided in English apartments and houses. Often it is possible to obtain heaters from personnel under orders to return to the States. Most American people use kerosene (paraffin) heaters available in England so it is not advisable to bring heating appliances.

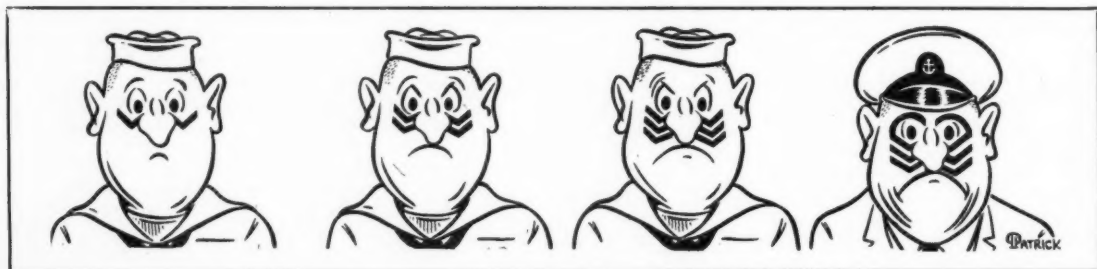
Electric irons which are wired for British current may be purchased locally at reasonable prices, and are considered excellent. However, American irons will work with a transformer.

It is recommended that you do not bring American gas appliances with you. Do not bring American television sets to England. They are not adapted to British current and broadcasting stations.

The Navy Exchange has a special order section whereby you can place an order for any appliance. Estimated time between placing the order and receipt of appliance is approximately two to three months.

It is permissible to sell appliances upon completion of your tour of duty, provided the item is sold to a member of the U. S. armed forces or U. S. civilian personnel employed by the U. S. government on duty in the United Kingdom.

**Automobiles**—No restrictions are imposed by CinCNELM on the im-



portation of privately owned automobiles into the United Kingdom; however, automobiles over seven years old cannot be brought into England. As shipment and delivery require several weeks, there is ample time to comply with CinCNELM regulations and British customs regulations after reporting to the area for duty. If your car arrives on the same ship that you do, it can be picked up at Southampton about two days after reporting in, after obtaining necessary license plates, etc. Vehicles may be entered free of duty and purchase tax if a certificate is executed which binds the owner to export the car at a later date. Sale to another United States military individual who can execute the same type of certificate is permissible. Authority to operate automobiles in the United Kingdom must be obtained from CinCNELM.

Large American automobiles are difficult to handle in England because of parking conditions and narrow streets. Difficulty will also be experienced in obtaining garage space for a large car. Gasoline is unrationed and currently costs approximately \$.60 per imperial gallon which equals \$.48 for U. S. gallon.

In spite of the inconvenience inherent in operating an American automobile in the United Kingdom, you are nevertheless encouraged to bring yours with you.

If you want to buy a British automobile you will find it to your advantage to wait until arrival in England. Cars can be bought for dollars from British dealers through the Navy Exchange with delivery from one week to a month. The price is the same but you are not required to export or sell your car until the end of your tour of duty. American cars can be purchased at a slight discount and free of federal tax from local representatives. Time of delivery in England varies from six weeks to three months. Only one duty or tax free automobile may be owned at one time.

**Baggage—Hold Baggage:** When traveling to the United Kingdom by MSTs ship you and your family may bring with you the baggage which you would normally be allowed to carry free of charge on a railroad ticket. This amount is usually limited to 350 pounds for adults and 175 pounds for children

under 16 years of age. Such baggage is in excess of cabin baggage and is carried in the hold of the ship where it is not accessible during the voyage.

**Cabin Baggage:** You will be advised by your Navy representative as to when you may disembark. After you have disembarked you will find your cabin baggage in the shed on the pier, under the first letter of your last name. You must *personally* clear your own cabin baggage through customs.

**Churches—**You will have no difficulty in finding a church of your denomination. In the London area there are 860 Church of England churches, 500 churches of other Protestant denominations, 160 Catholic churches and 100 Synagogues.

There is a U. S. Navy Catholic chaplain and a U. S. Navy Protestant chaplain in London. The chaplains' offices will be pleased to give any

information or assistance regarding location of churches, times of services, etc.

**Currency—**Sterling (British money) is used in all civilian stores, hotels, etc. Because the conversion rate fluctuates slightly, the following is listed as a stable guide:

One pound (£) or 20 shillings (20s) \$2.80

One shilling (1s) or

12 pennies/pence (12d) \$0.14

**Paper Notes:**

Five pounds \$14.00

One pound 2.80

Ten shillings 1.40

**Coins:**

Half crown (2s & 6d) .35

Two shillings (2s) .28

One shilling (1s) .14

Sixpence (6d) .07

Threepence (3d) .035

One penny (1d) .01

Halfpenny (½d) .005

Military Payment Certificates (scrip) are used only at authorized U. S. military establishments by au-

## WHAT'S IN A NAME

### Ancient Mariner

An era in naval aviation came to a close when the PBMs of Patrol Squadron 50 winged in over San Francisco Bay not long ago. For, as the last of the "Ancient Mariners" spanned the Golden Gate, it ended a long and illustrious chapter in the annals of the flying Navy.

PatRon 50 was the last operational PBM squadron in the Pacific Fleet, and that plane, a flying workhorse for the past 15 years, was put out to pasture upon the squadron's return from Japan. It is being replaced by the new PSM Marlin.

The PBM was the oldest seaplane patrol bomber still in service, and very possibly the oldest plane of any type still operational in Fleet units. Over 1000 of these

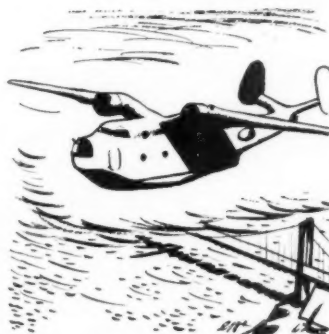
26-ton flying boats were originally built for the Navy. Seven different models were made, including the early PBM-1 which entered the Fleet in 1941, the PBM-5A amphibious version and the PBM-552 anti-submarine configuration which VP-50 had been flying.

The Mariner first came into its own during World War II, when its versatility proved an invaluable asset in the Atlantic and Pacific theaters. Needing no airfields and operating from tenders or whatever makeshift facilities were available, seaplanes practically moved up with the landing operations in the Pacific. PBMs served as troop carriers, cargo haulers, bombers, rescue aircraft and even torpedo bombers.

Until the Mariner's last flight, the role of the PBM squadron was essentially the same as it had been in World War II—and even with its new planes VP-50 will perform about the same duties. An anti-submarine patrol squadron, its secondary missions are reconnaissance, search and rescue, bombing and gunnery.

The squadron had been operating with PBMs since it was recalled to active duty in 1950. Its return from NAS, Iwakuni, Japan, to NAS, Alameda, Calif., marked the completion of its fifth tour in the Far East.

The men of PatRon 50 won't soon forget the PBM. Neither will the Navy—for the ancient Mariner served long and well.



thorized personnel in accordance with existing regulations. Military Payment Certificates are used only in the ship's service store, commissary, military clubs, etc. They are not to be used in the local civilian market.

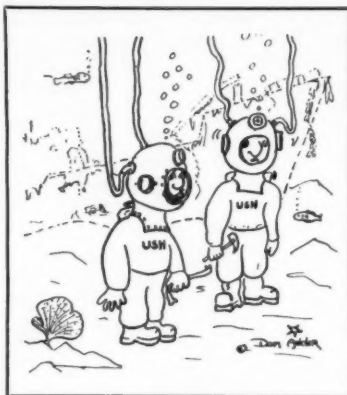
**Clothing—Uniform:** The working uniform for naval personnel is Service Dress Blue "A," but to conform with the Royal Navy Regulations, Service Dress Blue "B" is prescribed from 1 May to 1 October. In addition to the prescribed military uniform, personnel are permitted to work in civilian clothing. However, you may have occasion to visit the Mediterranean area and should bring a full seabag when reporting for duty.

The Service Dress Blue uniform, with black bow tie, is suitable for smart formal occasions in England, as well as on the continent. In addition to civilian clothing for wear, it is suggested that an officer include a dinner jacket in his wardrobe.

**Civilian Clothing (Men):** Clothing for men is of very good quality and a price commensurate with similar items in the United States. Most suits are of English style. If you are unable to find what you want in a ready-made suit, you can have one tailored at the same price as those ready-made. However, it takes about six weeks to have a suit tailored. Military uniforms (blues) may be purchased in England at very reasonable prices or may be procured through the U. S. Navy Exchange tailor shop. Bring with you all medals you are entitled to wear.

**Women's Clothing:** It is suggested that you buy the clothes you think you will need before you leave the United States. Ladies' clothing in England is cut differently and the sizes do not conform to those in the United States. Sweaters and other woollens are in good supply and reasonable in price. It is suggested that you buy your shoes before leaving the United States, as you may find it difficult to get a proper fit in England.

**Children's Clothing—**Bring plenty of clothing and shoes with you. Clothing and shoes for children are in good supply. Woollens are plentiful. However, the style is different and in most cases children's clothing here is cut differently and sizes do not conform to the sizes in the United States.



"I'm thirsty!"

**Education and Welfare—**The Education Office is under the auspices of the U. S. Navy chaplain. Information on welfare facilities is also available at the chaplain's office. A list of agencies for emergency domestic work, emergency practical nursing, child care, etc., is also maintained here.

**Food—**There is no rationing in the United Kingdom. Food is plentiful, but some items, such as vegetables and fresh fruits, are expensive. The Commissary Division of the Navy Exchange is maintained in the headquarters building for the convenience of military personnel and their dependents.

**Household Effects—**The average length of time that household goods remain in transit is eight to ten weeks. An additional ten days is usually required to effect local customs clearance, pier handling and delivery. The consignee for all such shipments should be the Shipping and Receiving Officer, U. S. Naval Facility, London, England.

It is advisable to ship certain household goods and furnishings such as refrigerators, washing machines, kitchen utensils, tableware, linens, etc. However, it is recommended that items of furniture be kept to a minimum owing to the very limited number of unfurnished houses and apartments available.

Once you have arrived it will not be necessary to contact the Shipping and Receiving Officer regarding your household goods until you are notified by that office that they are on their way overseas. At that time you will be advised of the approximate date which you can expect to have

your household effects released to you and what steps will be necessary for you to take in order to ensure their delivery.

**Housing—**Housing is an important problem. Unfurnished flats or houses are difficult to obtain and may require a long lease, that is, five years or longer. The average furnished two- or three-bedroom flat in the vicinity of Central London varies in price from \$100 per month and up. Deposits against damages on departure are sometimes required.

Centrally heated homes are difficult to obtain and the definition of "central heat" is different from that in the States (one radiator in a home may be considered as central heat). The majority are heated by gas fires, fireplaces or electric heaters. Utilities are expensive and are additional to the rent. The usual price for cleaning women is about \$.35 per hour.

It is suggested that before entering into any lease or rental agreement you consult the Naval Facility Legal Officer. Leases are quite different from the normal lease agreement in the States. Be sure that a clause is inserted into the lease giving you the right to notify the landlord upon change of station orders and to terminate the lease on 30 days' notice.

It is not advisable to sign any agreement or pay any money in rent or deposit (except some small sum to hold the premises during negotiation) until the Legal Officer has been consulted.

**Medical Care—**Your family may obtain medical care at the dispensary located at 30 Grosvenor Square, London. This is an out-patient service and limited as to treatment that can be given. There is no American in-patient service for dependents in London. The closest American hospital is at Ruislip, about 15 miles from London and operated by the U. S. Air Force. To newcomers, it is strongly advised to establish a physician close to your residence as the Navy does not make routine calls to private homes. Such service is at your expense. A list of private physicians can be obtained from the Naval Infirmary or the post office in each locality.

**Immunization—**All dependents anticipating travel to the United Kingdom should arrange to obtain an In-



ternational Certificate of Vaccination in addition to the U. S. Navy Immunization Record, prior to leaving the States. The International Certificate of Vaccination may be obtained from a U. S. Public Health Service Officer or a U. S. Navy Hospital. Consult a local U. S. Public Health Service Office for further details.

Routine immunization requirements for all military personnel and civilians traveling under Navy auspices outside the continental limits of the United States, regardless of destination are: smallpox, tetanus, typhoid and diphtheria, if Schick Test is positive.

**Dental Facilities**—The Dental Department of the Infirmary provides no dental treatment for dependents. If you require dental prosthesis take care of it before departure from the United States as there is no Navy prosthetic laboratory available in the United Kingdom.

**Navy Exchange**—A Navy Exchange is maintained within the CinCNELM headquarters building. The facilities of this activity are for the use of members of the armed forces and their dependents.

It stocks a well-balanced line of personal needs, household supplies and gift and sundry items desired by Americans away from home. A "Special Order" division is maintained to enable authorized patrons to make certain purchases (including major household appliances) at a saving in the British, European and American markets.

In the Commissary Division you will find a well balanced line of groceries, meats, vegetables and frozen food similar to that of an American supermarket.



Didn't you see me wave my hand for a left-hand turn?

### QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 9

1. (c) Fleet ocean tug.
2. (a) 205 feet.
3. (b) Holystoning.
4. (b) Clean the deck.
5. (c) AN.
6. (c) Trees.

Other services provided by the Navy Exchange are: barber shop, laundry, dry cleaning, shoe repair, watch repair, tailor shop, snack bar, photo finishing and shoe-shine stand.

Laundry and dry cleaning collection from homes is usually difficult to arrange in view of the overload existing in English laundries and dry cleaners. The situation is improving however. A central collection service is maintained by the Navy Exchange which has a contract with a British firm for laundry and dry cleaning. Costs of laundry and dry cleaning are higher than in the United States.

**Passports**—Apply for your passport at least six weeks before the estimated time of departure. If you live in the vicinity of Washington, D. C., make application in sufficient time to allow at least two weeks for processing in addition to necessary mailing time. Dependents are required to submit documentary evidence of American citizenship with their application for a passport. All dependents must have passports.

**Recreation**—There are many opportunities for recreation in London and the surrounding area. These include a variety of legitimate theaters, movies, concerts. There are many interesting and historical places to visit. Sight-seeing trips are available through commercial companies at reasonable rates.

London has many museums, art galleries and numerous antique shops and markets throughout the city.

Sports facilities include squash courts, swimming pools (both indoor and open air), tennis courts, ice rinks and golf courses. It is recommended that sports equipment be brought to the United Kingdom as sports gear purchased locally is very expensive.

Visits to various parts of England, Scotland and Ireland as well as to the continent during leave periods are always interesting as well as edu-

cational; information on travel by land, sea and air is readily available.

**Schools**—If you have children of school-going age (in England a child must attend school from his fifth birthday), consult the Chaplain's Office for advice concerning English schools.

**Weather**—London is located on Latitude 51°—30' which places it opposite Labrador in North America. However, despite its northern latitude, the warm waters of the Gulf Stream, which surround the British Isles, produce a cool, damp, and so far as the range of temperature of the thermometer is concerned, equable climate. Days are long in the summer, very short in the winter, and there is not a great difference as in American seasonal temperatures.

In winter, the temperature usually ranges from 25 to 45 degrees Fahrenheit. There are usually few days of freezing weather, but the cold is damp and penetrating. This fact, in addition to indoor temperatures being lower than in the United States, makes it desirable and necessary to wear heavy clothing for comfort.

### Completion Deadline Set for Course on Tropical Medicine

Enrollment in the Medical Department correspondence course, *Tropical Medicine in the Field*, has been discontinued by the Naval Medical School because some of the text material has become obsolete. Students now enrolled may complete the course for credit provided they submit all assignments before 30 Jun 1957. After this date the course will no longer be administered.



"He wants to see a disbursing clerk, claims he has pay coming to him . . . , retro-active to August 1943."



## Check This List for Latest Information on Your Navy Career

IN NORMAL DAY-TO-DAY naval operations there is a continuing flow of information on your Navy career, service advantages, opportunities and benefits. This appears in a variety of forms in manuals, handbooks, regulations, pamphlets, catalogs, instructions and notices.

Although most of this material is generally available to all ships and stations, it's frequently difficult to locate once published and, at times, some information is unintentionally overlooked.

To round out your sources of information from time to time the

Bureau has prepared a complete listing of the majority of directives dealing with career opportunities and programs available to Navy enlisted personnel and officers. Here's an up-to-date check-off list. (The asterisk indicates limited distribution to commands concerned.)

Subject	Pertinent Directive or Authority
<b>ADVANCEMENT OR CHANGE IN RATE OR RATING</b>	
<b>GENERAL PROGRAMS</b>	
Advancement in Rate/Rating:	
Policy	BuPers Inst. 1430.7B, <i>BuPers Manual</i> (Pt. C. Chap. 7. Sec. 2.)
Qualifications	<i>Manual of Qualifications for Advancement in Rating</i> (NavPers 18068)
Naval Reserve	*BuPers Inst. 1430.1A
Service-wide Competitive Examinations for Advancement to Pay Grades E-4, E-5, E-6 and E-7; policy, eligibility	BuPers Inst. 1418.7C
Changes in Rate, Rating, and Rate Symbols; policy	BuPers Inst. 1440.5A
<b>SPECIAL PROGRAMS</b>	
Advancement in Rating; personnel under instruction in service schools	BuPers Inst. 1430.5A
Change of Rating to ET, FT, AT, AQ, GS, and GF; policy, eligibility	BuPers Inst. 1440.12, BuPers Inst. 1440.13, BuPers Inst. 1440.14, BuPers Inst. 1440.16

### APPOINTMENT TO COMMISSIONED GRADE

#### NAVAL ACADEMY, FLIGHT TRAINING, OCS

Naval Preparatory School Training; policy, eligibility	BuPers Inst. 1531.2, <i>BuPers Manual</i> (Art. C-1203)
Aviation Cadet Training Program; eligibility requirements; procedures for applying	BuPers Inst. 1120.20A
Officer Candidate School; policy, eligibility	BuPers Inst. 1120.11A

#### SPECIAL PROGRAMS

Appointment to Commissioned Grade, Integration and LDO Programs, Appointment to Warrant Grade; information concerning	BuPers Inst. 1120.18C
Selection of Qualified Members of the Naval Service for Aviation Officer Candidate Training and Appointment to Commissioned Grade in the Line; policy, eligibility	BuPers Inst. 1120.25
Regular Navy Augmentation Program; policy, eligibility	BuPers Inst. 1120.12D
Appointment to Commissioned Grade, SDO (Law), 1620; policy, eligibility	BuPers Inst. 1120.21
Appointment to Commissioned Grade, Optometry, Pharmacy, and Medical Allied Sciences Sections of the Medical Corps, Regular Navy; policy, eligibility	BuPers Inst. 1120.8A

Subject	Pertinent Directive or Authority
Appointment to Commissioned Grade in Administration and Supply Sections, Medical Service Corps, Regular Navy; policy, eligibility	BuPers Inst. 1120.15A
Appointment to Commissioned Grade in Administration and Supply Section, Medical Service Corps Reserve, U.S. Naval Reserve; policy, eligibility	BuPers Inst. 1120.10A
Nomination of Qualified Enlisted Personnel for the NROTC Program; policy, eligibility	BuPers Inst. 1111.48
Appointment to Commissioned Grade of Enlisted Women in the U. S. Naval Reserve; policy, eligibility	BuPers Inst. 1120.9A
Appointment in the Field of Sciences of Personnel in the Medical Service Corps, Naval Reserve; policy, eligibility	BuPers Inst. 1120.24

### TRAINING

#### GENERAL TRAINING

Enlisted Training Schools and Courses; policy, quotas, eligibility for enrollment	*BuPers Inst. 1500.25A, <i>Catalog of U. S. Navy Training Activities and Courses</i> (NavPers 91769-B)
Information and Education Program; policy	BuPers Inst. 1560.1 <i>BuPers Manual</i> (Art. D-2103) <i>Information and Education Manual</i> (NavPers 16963-C)
Enlisted Correspondence Course Program	<i>Catalog of Enlisted Correspondence Courses</i> (NavPers 9-1200-A)

#### SPECIALIZED TRAINING

Naval Air Mobile Trainer Program; policy, eligibility	*BuPers Inst. 1306.31A
Training Program for Change in Rating to ET, FT, AT, AQ, GF, and GS; policy, eligibility	BuPers Inst. 1440.11, BuPers Inst. 1440.13, BuPers Inst. 1440.14, BuPers Inst. 1440.16
U. S. Naval School of Music; applications for courses	BuPers Inst. 1336.2A
Assignment of Enlisted Personnel to the Nuclear Power Training Program; policy, eligibility	BuPers Inst. 1306.53, SecNav Inst. 1000.3

### REENLISTMENT

Reenlistment and Voluntary Extension of Enlistment of Regular and Reserve Personnel on Active Duty; procedure	BuPers Inst. 1133.1C and 1133.10, <i>BuPers Manual</i> (Art. A-4203, Art. C 1407)
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Subject	Pertinent Directive or Authority
Reenlistment in the Regular Navy or Voluntary Retention on Active Duty of Inducted Personnel; policy eligibility	BuPers Inst. 1133.8
Discharge up to 1 Year in advance of Normal Expiration of Enlistment Date in order to Reenlist; policy eligibility	BuPers Inst. 1133.4
Reenlistment in the Regular Navy of Naval Reserve Personnel Serving on Active Duty; policy, eligibility	BuPers Inst. 1130.4C
Assignment to Duty of Personnel on Reenlistment; policy, options, choice of duty, etc.	BuPers Inst. 1306.25C
Assignment to a School as an Incentive for Reenlistment; policy, eligibility	BuPers Inst. 1133.5

### SPECIAL DUTY AND ASSIGNMENT

#### GENERAL POLICY

Requests for Change of Duty; policy	BuPers Manual (Art. C-5203)
Sea/Shore Rotation; shore duty eligibility list, policy	BuPers Inst. 1306.20B
Training and Administration of the Naval Reserve; duty in; policy, eligibility	*BuPers Inst. 1001.7A
Retention on Active Duty and Recall thereto of Enlisted Naval Reserve and Fleet Reserve Personnel; information concerning Assignment and Rotation of Enlisted Women; policy	BuPers Inst. 1001.21 BuPers Inst. 1306.10B

#### SPECIAL ASSIGNMENTS

Transfer and Assignment for Humanitarian or Hardship Reasons; policy, eligibility	BuPers Manual (Art. C-5209)
Assignment of more than one Member of same Immediate Family to same Unit; policy	Same as above
Assignment to Duty of Sole Remaining Sons; policy	BuPers Inst. 1300.11
Assignment to Naval Missions, Attaches, Military Aid Groups, Joint Staffs, SHAPE; policy, eligibility	BuPers Inst. 1306.6A
Assignment to Recruiting Duty; policy, eligibility	BuPers Manual (Art. C-5208), BuPers Inst. 1336.1A
Assignment to Duty as Instructor; policy, eligibility	BuPers Inst. 1306.22B, *BuPers Inst. 1306.42 (applies to musicians only)
Assignment with Naval Security Group Activities; policy, eligibility	BuPers Inst. 1306.23C
Assignment to Submarine Duty; policy, eligibility	BuPers Inst. 1540.2A
Assignment to Reserve Training Submarines; policy, eligibility	*BuPers Inst. 1306.38
Assignment to Duty Involving Demolition of Explosives; policy, eligibility	BuPers Inst. 1320.5A

### PAY, ALLOWANCES, SAVINGS, INSURANCE

Soldiers' and Sailors' Civil Relief Act of 1940; summary of benefits under	BuPers Inst. 1760.4
Uniformed Services Contingency Option Act; options under	BuPers Inst. 1750.1A
Social-Security Benefits due to Active Duty; summary of benefits under	BuPers Inst. 1760.8
Basic Allowance for Quarters; policy, eligibility	BuPers Inst. 7220.12
Savings Deposits of Enlisted Personnel; policy	SecNav Inst. 7220.9
Retainer Pay upon Transfer to the Fleet Reserve; policy, eligibility	BuPers Inst. 1813.1

Subject	Pertinent Directive or Authority
Mortgage Insurance for Servicemen to Aid in the Construction or Purchase of Homes; policy, eligibility	SecNav Inst. 1741.4

### SEPARATION AND RETIREMENT

Separation and Civil-Readjustment Information; summary	BuPers Inst. 1760.12
Review of Undesirable and Punitive Discharges; information concerning	BuPers Inst. 1626.16
Early Separation of Enlisted Personnel to attend College	BuPers Inst. 1910.12
Retirement, Voluntary and Naval Reserve without Pay; policy, eligibility	BuPers Inst. 1820.1A, BuPers Inst. 1820.2, SecNav Inst. 1811.3A

### PROGRAMS AND OPPORTUNITIES OF

#### PARTICULAR INTEREST TO OFFICERS

#### MISCELLANEOUS

#### GENERAL INTEREST

The Navy Relief Society; services by	BuPers Manual (Art. C-9207) BuPers Inst. 1747.1A
The American Red Cross; services by	BuPers Manual (Art. C-9207, Art. C-10-308 (7) )
Voting by Members of the Armed Forces; policy	BuPers Inst. 1742.2A
Immigration and Nationality Act of 1952; alien spouses, naval personnel; information concerning	SecNav Inst. 1750.1
VA Hospitals; transfer of Naval active and retired personnel to; policy	BuMed Inst. 6320.11
Marriage of USN and USMC Personnel outside the United States and within Far East Command; policy	SecNav Inst. 1752.1, SecNav Inst. 1752.2
Visas for Alien Wives and Children of Naval Personnel; information concerning	*SecNav Inst. 1750.2
Participation of Enlisted Personnel in Inter-Service and International Athletic events and competitions; policy, eligibility	BuPers Inst. 1710.1C, BuPers Inst. 1710.2
Transportation of Dependents; policy	BuPers Inst. 4650.6A, BuPers Inst. 4650.8A, SecNav Inst. 4651.1
Summary of State Bonuses	BuPers Inst. 1760.3B

#### TRAINING

#### GENERAL TRAINING

Schools and Courses	Catalog of U. S. Navy Activities and Courses (NavPers 91769-B) *BuPers Inst. 1500.25A
General Line School; policy, eligibility	BuPers Inst. 1520.43
Postgraduate Instruction; policy, eligibility	BuPers Inst. 1520.15B
Five-Year term College Training Program; policy, eligibility	BuPers Inst. 1520.37
Completion of Naval Aviation College Program for USN Officers; policy, eligibility	BuPers Inst. 1520.38
Officer Correspondence Courses; summary	Catalog of Officer Correspondence Courses (NavPers 10800-A)

## THE BULLETIN BOARD

Subject	Pertinent Directive or Authority	Subject	Pertinent Directive or Authority
<b>SPECIALIZED TRAINING</b>		<b>Assignment to Nuclear Power Program; policy, eligibility</b>	<b>SecNav Inst. 1000.3</b>
Flight Training (HTA); policy, eligibility	BuPers Inst. 1520.20		
Underwater Demolition Training; policy, eligibility	BuPers Inst. 1520.7	<b>APPOINTMENT</b>	
Deep Sea Diving Training; policy, eligibility	BuPers Inst. 1520.4A	Appointment to Ensign, Integration and LDO Program; policy, eligibility	BuPers Inst. 1120.18C
Training and Administration of the Naval Reserve; policy	BuPers Inst. 1001.10A	Appointment of Naval Reserve Aviators to Commissioned Grades in Regular Navy; policy, eligibility	BuPers Inst. 1120.14A
<b>ASSIGNMENT TO SPECIAL DUTY</b>		Appointment of Naval Reserve Medical and Dental Corps Officers to Commissioned Grades in the Regular Navy; policy, eligibility	BuPers Inst. 1120.3C
Assignment to Submarine Duty; policy, eligibility	BuPers Inst. 1520.6G		
Assignment to Special Weapons Program; policy, eligibility	BuPers Inst. 1331.1A	<b>MISCELLANEOUS</b>	
Assignment with a Navy Security Group; policy, eligibility	BuPers Inst. 1331.2A	Uniform Allowance for Naval Reserve Officers; entitlement and reimbursement for	BuPers Inst. 7220.14A
Assignment to Duty Involving Demolition of Explosives; policy, eligibility	BuPers Inst. 1320.5A		

### List of Motion Pictures Ready for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in June.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and distributed free to ships and most overseas activities. They are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The Chief of Naval Personnel administers this program.

*Soldier of Fortune* (544) (C) (WS): Adventure Drama; Clark Gable, Susan Hayward.

*Hot Blood* (545) (C): Drama; Jane Russell, Cornell Wilde.

*Our Miss Brooks* (546): Comedy; Eve Arden, Robert Rockwell.

*The Price of Fear* (547): Drama; Merle Oberon, Lex Barker.

*Kismet* (548) (C): Musical; Howard Keel, Ann Blyth.

*Carmen Jones* (549) (C) (WS): Musical Drama; Dorothy Dandridge, Pearl Bailey.

*Timetable* (550): Drama; Mark Stevens, Felicia Farr.

*Mohawk* (551) (C): Indian Adventure; Scott Brady, Rita Gam.

*The Uranium Boom* (552): Dennis Morgan, Patricia Medina.

*Miracle in the Rain* (553): Drama; Jane Wyman, Van Johnson.

*There's No Business Like Show Business* (554) (C) (WS): Musical; Ethel Merman, Dan Dailey.

*The Lone Ranger* (555) (C): Western; Clayton Moore, Jay Silverheels.

*Magnificent Roughnecks* (556): Comedy Drama; Jack Carson, Mickey Rooney.

*Emergency Hospital* (557): Melodrama; Walter Reed, Margaret Lindsay.

*The Conqueror* (558) (C) (CS): Costume Drama; John Wayne, Susan Hayward.

*Flight of the White Heron* (559) (C) (CS): Documentary.

*Hell on Frisco Bay* (560) (C): Crime Drama; Alan Ladd, Edward G. Robinson.

*Ghost Town* (561): Western Drama; Marian Kerr, Kent Taylor.

*Crime Against Joe* (562): Drama; John Bromfield, Julie London.

*Picnic* (563) (C): Romantic Drama; William Holden, Kim Novak.

### DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 17—Cited Public Law 538, which provides authority to ship motor vehicles of military personnel by privately owned American vessels whenever such transportation is otherwise authorized by law.

No. 18—Announced the convening of a line selection board to recommend officers on active duty for temporary promotion to the grade of rear admiral.

No. 19—Announced the convening of staff corps selection boards to recommend officers on active duty for temporary promotion to rear admiral. Boards will be convened to consider officers of the Medical



"No thanks, just looking."

Corps, Supply Corps, Civil Engineer Corps and Dental Corps.

No. 20—Requested early financial returns from ships and overseas stations.

No. 21—Paid tribute to FADM Ernest J. King, USN, upon the announcement of his death.

#### Instructions

No. 1306.58—Establishes procedures concerning the transmission of personnel data via transceivers and to the transfer of enlisted personnel by means of punch cards.

No. 1320.1E—Provides revised accounting data and other instructions to be used in preparing travel orders for enlisted personnel on full-time active duty.

No. 1440.17—Announces a program whereby certain personnel in the Tradevman rating may serve in air traffic control duties with later opportunity for change of rating to Air Controlman.

No. 1510.70—Announces standard grading scale and passing grade to be used by enlisted schools.

No. 10150.1B—Changes enlisted personnel blankets and pillows from issue-in-kind to items provided by ship or station for use.

#### Notices

No. 1426 (31 May)—Published a list of USN officers temporarily serving in the grade of lieutenant (junior grade) who became eligible for permanent appointment to that grade during 1955 and whose physical qualifications have not been received in the office of the Judge Advocate General.

No. 7290 (1 June)—Announced a survey to be conducted to determine the actual expenses incurred by military personnel in transporting house trailers between duty stations.

No. 1223 (1 June)—Announced further changes to the enlisted rating structure, in which Boilermaker pay grades E-6 and E-7 were established as a general service rating, Fire Control Technician L (Integrated Systems) and Fire Control Technician E (Electromechanical) were established as emergency service ratings and Draftsman L (Lithographic) was disestablished as an emergency service rating.

No. 1520 (5 June)—Notified the naval service of the establishment of a program of seminar training in

professional subjects for chaplains on active duty.

No. 1130 (5 June)—Announced Change No. 2 to BuPers Inst. 1130.4C, which is concerned with the enlistment or reenlistment in the Regular Navy of Naval Reserve personnel serving on active duty.

No. 1421 (6 June)—Announced the selection of enlisted personnel for temporary appointment to Warrant Officer W-1.

No. 1700 (7 June)—Announced further details of the Mrs. United States Navy, 1956, contest.

No. 1820 (7 June)—Announced Change No. 1 to BuPers Inst. 1820.1A, which provides information concerning non-disability retirement with pay of present and former USNR officers and enlisted personnel.

No. 1418 (14 June)—Announced additional service-wide competitive examinations for selected pay grade E-4 rates to be conducted in November 1956.

### Roundup of Legislation Of Interest to Navymen

Here are further highlights of legislative action taken by the 84th Congress, second session, of interest to naval personnel.

This summary includes those bills which have been introduced as well as those on which action has been taken. A later summary will contain information concerning further action on these bills.

Four bills have been made into law. They are:

**Public Law 490** (Formerly H. R.

8107)—Provides for increased pay for six-month trainees.

**Public Law 497** (Formerly H. R. 9428)—Pertains to medical and dental officer procurement. Provides for the crediting of constructive service for pay and precedence purposes and increases the amount of special pay per month.

**Public Law 547** (Formerly H. R. 8904)—Authorizes advancement on retired list to highest temporary grade in which service was performed satisfactorily.

**Public Law 569** (Formerly H. R. 9429)—Provides authority for hospitalization and medical care of dependents of members of uniformed services in either military or civilian facilities. Dependent could select which, but use of military would depend on extent of facilities and medical staff. Also, where the military facilities are adequate, election may be limited by regulations to those facilities.

Here's the status of other bills:

**Public Law 614** (formerly H. R. 2106)—Provides for non-termination of enlistment contracts or obligated service of persons appointed to a service academy.

**Public Law 581** (formerly H. R. 4229 and S. 1441)—An amendment to the Officer Personnel Act to abolish fanning principle in assignment of running mates for Academy and NROTC graduates commissioned in or transferred to staff corps in grade of ensign.

**Public Law 584** (formerly H. R. 4704)—Provides administrative flexibility in requirements regarding professional qualifications for promotion.

**Substandard Quarters**—H. R. 5731 and S. 1947: Would permit occupancy on a rental basis without loss of quarters allowance Reported to House.

**Enlisted Members of Navy and Marine Corps**—H. R. 8407: Would permit making up time lost as result of misconduct by extending period of enlistment. Passed House 2 July 1956.

**Public Law 585** (formerly H. R. 8477)—Introduces an amendment to Women's Armed Services Integration Act to provide flexibility in distribution of women officers. Authorizes retention of Wave lieutenants on active duty until they have completed 15 years of commissioned service.



"Are you sure they won't suspect that this isn't a costume I'm wearing?"



# Here's Chance of College Training for Eligible Navy Officers

A CHANCE TO OBTAIN an education leading to a college degree is now being offered to outstanding naval personnel. The candidates will be selected from those in the Navy's "augmented" and "integrated" programs.

The augmented program offers a USN line commission to highly qualified Reserve officers, while the integrated program selects top en-

listed personnel for Regular Navy appointments. This educational program leading to a baccalaureate degree is an extension of the Navy's 5-Term College Training Program.

To be eligible for the five-term college training program, you must be in the 1100 and 1300 category, with a permanent rank of ensign or above but below the grade of commander. Also, you must be accepted

by an NROTC university (or George Washington University), with an advanced standing of 45 semester hours or equivalent quarter hours.

Since colleges differ in the required courses of study for admission to advanced standing, you should, if interested in applying for advanced standing to a specific NROTC university, follow the requirements of that university.

Credit hours which are acceptable to most colleges and universities may be earned by the following means or any combination of the following:

- GED Test (General Education Development)—Up to 24 semester hours may be earned by successfully passing this test which is administered by most NROTC universities and the George Washington University.

- U S A F I Correspondence Courses.

- Completion of accredited college courses.

- Service Schools—Some colleges and universities give credit for successful completion of a service course. Each university will have its own policy in this respect. A good summary of expected university credit for service courses may be found in "A Guide to the Evaluation of Education Experiences in the Armed Forces" published by the American Council on Education.

Here's how to apply for this program. Augmented and integrated officers who already have at least 45 semester hours (or equivalent quarter hours), or at such time as they may earn a minimum of 45 units, should submit their applications to the Chief of Naval Personnel (Attention Pers C122). Information in the application should include all transcripts and records of qualifying academic work, a specific major field selection, and two choices of schools.

The Bureau will then send your nomination, along with your academic record, to the Professor of Naval Science at the university of your choice. You will then be requested to complete the application for admission form and other such papers required by the university. The Professor of Naval Science will then notify the Chief of Naval Personnel.

## WAY BACK WHEN

### Rope Making

The origin of the art of rope making is lost in those shady days before man had found a means of recording his history, but the earliest available records show that many of the world's savage tribes, as well as most of the ancient civilized nations, were accomplished rope makers.

Whether this art was discovered in a single place and spread throughout the world, or whether various races discovered rope making independently is not known; and since rope materials are perishable, the earliest examples of rope making we have in today's museums are not nearly so old as man's first attempts to make weak plant fibers strong enough to do his bidding.

Even so, there is ample evidence that Neolithic men in most parts of the world were twisting plant fibers into cords and ropes. The Swiss lake-dwellers of the late Stone Age were excellent weavers and rope makers. The Incas of Peru used maguay fibers to turn out some first-class cordage.

The same Egyptian tombs which have preserved so much early history, have also provided us with specimens of flax, papyrus and rawhide rope about 3500 years old; and it is known that the early Egyptians and Persians used cordage in rigging ships, building bridges and hauling heavy stones for building.

North America's Indians were also makers of twisted fiber cordage. The Nootka tribe of the Pacific Northwest twisted small cedar limbs into three-strand rope to be used as whaling lines. These cedar ropes measured four to five inches in circumference. Nootkas also twisted whale sinews into three-strand rope for harpoon lanyards.

From those primitive times right on up until the 19th century, rope manufacture was strictly a job for hand labor, with early ropewalks equipped with little more than clumsy wheels. The hemp or other fiber was first hackled by combing over a board studded with sharp teeth. Then, with a quantity of this combed yarn wrapped about his waist, the spinner attached a few fibers to a hook on the crude spinning wheel. As



a helper revolved the wheel by hand, the spinner backed slowly away, all the while feeding a uniform amount of fiber from the loop about his waist into the growing length of yarn.

After several yarns were completed, they were twisted together by the same process to form strands. The process was repeated with the strands to form or "lay" the rope. Horsepower was used for making rope too large to be laid by hand.

In the U. S. in 1810 there were 173 ropewalks—one in practically every fair-sized community—turning out rope by this crude method. These ropewalks were usually 900 or more feet in length, and frequently open to the weather.

Mechanization of the rope industry really began in 1820, when the English built machines for twisting hand-spun yarns into strands. The Americans followed up, in 1834, with machinery for spinning threads from the hackled yarn.

Nowadays there are machines to perform every step of rope making, and factories capable of turning out unlimited miles of the stuff, but the crude methods described above are still used in many parts of the world; and in the U. S. improved versions of the old-fashioned ropewalk are much used in the manufacture of larger ropes, and for special order ropes on which fast delivery is desired.

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sonnel whether you have been accepted for future enrollment with an advanced standing of 45 semester hours or more.

If you are accepted, your name will be put on an eligibility list and the determination made as to the number of semesters or quarter hours (not to exceed five semesters or seven quarters) required for you to acquire an education up to the baccalaureate level.

After your eligibility has been established, you will be ordered into the program when you become available. In general, you will be assigned to the program as soon as practicable, normally after a tour of sea duty.

All officers enrolled in this program will be required to carry a minimum of 15 credit hours of study per term and must have completed or plan to include the following courses of study: Mathematics through solid geometry and trigonometry, proficiency in written and oral use of the English language, and one year of physics.

You may select any major field of study (subject to the approval of the academic authorities) leading to a baccalaureate degree except Pre-Dental, Pre-Pharmacy, Pre-Medical, Music or Art.

Elective courses taken must be approved by the Professor of Naval Science. Requests for courses such as anthropology, retail store management, real estate, basic voice training, the home and its furnishings, will not be approved.

If eligible, you will receive orders to attend an NROTC university which will accredit you with at least 45 semester hours. Length of this tour of duty will be for the number of semesters or quarters necessary (not to exceed five semesters) for you to acquire a baccalaureate degree.

A summer session will normally be counted as one semester or quarter in the number of terms awarded. However, if your assignment is such that you receive two summer sessions in the time awarded, an additional semester or quarter may be awarded so that you may earn the necessary credit hours to obtain your degree. Six quarters are considered the equivalent of four semesters.

Aviation officers must enroll at an NROTC university that is located

**All-Navy Cartoon Contest**  
G. C. Vliet, PNA 3, USNR



"By the way, do you remember which recruiting poster this was on?"

within 100 miles of a naval air station so that they can maintain flight proficiency by logging the required number and type of flight hours.

Naturally, a passing mark in all subjects is expected and each student officer must maintain a satisfactory academic standing. If you receive a failing mark, you will automatically be placed on probation for the next term.

Should you receive a failing mark while on probation, you will be removed from the program unless the Professor of Naval Science recommends otherwise.

Failure in the program, however, is not necessarily an indication that you cannot succeed in your professional career or qualify for future advancement as a well-rounded officer.

Officers who are not eligible for this program are:

- Commanders and above.
- Officers over 40 years of age.
- Officers who have attended a postgraduate course of one academic year or longer, or any advanced service school such as the Naval War College, Air University, or Armed Forces Staff College.
- Officers who have failed selection in their present grade.

The Five-Term Training Program for officers was originally limited to officers who transferred to the Regular Navy prior to 1949. This program has now been extended, on a continuing basis, to eligible aug-

mented and integrated officers. The first input under the new program is planned for the fall of 1956. Complete details on this program, along with the list of NROTC universities which may be used for this education, are in BuPers Inst. 1520.48.

## Medical and Dental Officers Receive Special Pay

Implementing instructions have been issued on special pay provided for medical and dental officers by Public Law 497 (84th Congress).

The special pay (varying from a minimum of \$100 to a maximum of \$250 per month) became effective on 1 May for commissioned officers of the Medical and Dental Corps, either USN or active-duty USNR, and should be credited from that date on the basis of the active duty performed as a medical or dental officer.

Commencement of credit for the special pay and the constructive service credit must be substantiated by a certificate executed by the officer concerned and submitted to the Disbursing Officer. This certificate should contain:

1. Inclusive dates of all periods of active duty performed as a medical or dental officer prior to 1 May 1956;
2. Inclusive dates of attending medical or dental school;
3. Inclusive dates of medical internship (if applicable);
4. Inclusive dates of any service credited for basic pay purposes performed during the period of medical school, dental school or internship.

Special pay entry base dates and adjusted basic pay entry base dates for medical and dental officers have been promulgated by BuPers Notice. Disbursing officers holding pay records of officers who were on active duty on 1 May, but who are not included in the Notice, should request such dates from the Bureau of Naval Personnel for each officer concerned. Subsequent adjustments to the special pay previously credited and the number of years' service should be made as necessary.

For additional information on service creditable for pay purposes, election under the Uniform Contingency Option Act and adjustment of lineal position, see Alnav 16 and SecNav Notice 7200 of 8 May.

# BOOKS: MID-SUMMER READING LIST TAKES YOU TO MARS — AND BACK AGAIN

IF YOU WERE TO JUDGE by the spate of books concerning space travel, it would be safe to assume that journeys to the Moon, Mars, and other suburbs of the Earth have already been accomplished.

Whether reality or a dream world, it's a fascinating subject and you'll find further additions to it this month in your ship or station library.

Based on astronomical realities and engineering knowledge available today, *The Exploration of Mars*, by Willy Ley and Wernher Von Braun, is a blueprint for actual travel laid out with such precision and conviction that you're inclined to reach for a time table.

The feasibility of such a trip is blandly taken for granted — the only problems now to be solved, the authors assume — are such routine details as financing and such purely

mechanical details as building a space ship, establishing a space station, and charting the course for the 35,000,000-mile trip that will take almost three years. One of the most wildly romantic concepts of mankind is discussed here in terms of specifications of the ship, selection and training of crew members, and actual details of the trip, presented here with a vividness that causes the reader to experience both the nerve-racking months in space and the final tenseness of the landing.

A comprehensive account of existing knowledge of Mars, and past and present theories, including those relating to "intelligent inhabitants," gives the book an additional dimension that is lacking in most books of space travel. The text is supplemented by a Mars bibliography, tables, diagrams, historical and modern maps and eye-catching illustrations by Chesley Bonestell, some of which are in color. It all adds up to science-fiction discussed in terms of sober reality.

Rocket and space travel is literally history in the making and, already, it is being recorded as such. Heinz Gartmann, a well-known expert on rocket research, is one of the men who has played a part in the growth of this science.

In *The Men Behind the Space Rockets*, Dr. Gartmann describes the lives and work of his fellow scientists. When, in the future, men look back on the vast expansion of the human world, brought about by interplanetary space travel, names in the news of today will be regarded much the same as we consider those of Galileo and Newton. Those selected by the present author include Hermann Ganswindt, the disregarded fanatic who produced the first realistic plan for a space ship, Tsiolkovski, the obscure Russian schoolmaster who bequeathed his research work to the Communist Party; Robert H. Goddard, the American professor who designed the first liquid-propelled rocket; Herman Oberth, the pioneer of German rocket research, who is now at work in America; and, says Garthmann, perhaps the most brilliant of them all, Wernher Von Braun, who was not

only chief designer of the V-2, but was also co-author of the volume referred to above.

In addition, Dr. Gartmann includes a few practical traveler's tips for your first trip to Mars.

If you prefer to keep your feet more firmly on the ground, or on the water, you might try *The Age of Fighting Sails*, by C. S. Forester. As might be expected from that master craftsman, the book is remarkably good reading, even though straight history of a period in which we came dangerously close to being beaten.

This is a history of the War of 1812 — naval phase. Forester tells not only of the more outstanding battles but also the imponderables such as distance and lack of communications, the mood of both countries — both ready for peace at any price but reluctant to admit it. As Forester does so well, he tells of the war in terms of men and ships with a surprising amount of interesting detail. Rodgers, Stewart, Decatur, Isaac Hull, Porter, Bainbridge, Jacob Jones, Lawrence and Perry come clear with the great contribution they made, despite uncertainties in Washington, lack of ships and supplies.

If you've only read the typical school history, you'll be amazed (and pleased, we hope) with the scope of coverage, the details, and the understanding of the issues and pattern of thought.

*The Return of Lono*, by O. A. Bushnell, is something different again. It's a novel concerning the death of Captain Cook at the hands of the natives of Hawaii.

It's a first rate, mature story of the events leading up to the tragedy, told in the first person by midshipman John Forrest, who acted as Cook's clerk.

In an entirely different mode, time and place is *The Cross of Iron* by Willi Heinrich. It is a big, tough, angry German novel about World War II, in which an ex-member of the Wehrmacht tells the story of a plain German soldier as he really saw himself, his officers, his enemies and his High Command. The author knows his subject. From 1941 to 1945 he served with a German infantry division and marched across 8000 miles of Russian soil, during which the division lost 12 times its original manpower and Corporal Heinrich was wounded five times.

## SONGS OF THE SEA



### Song of the Oarsmen

Yeo ho! lads, heave ho!  
Yeo ho! lads, heave ho!  
Yeo ho! lads, heave ho!  
Yeo ho! lads, heave ho!  
Yeo ho! lads, heave ho!  
Yeo ho! lads, heave ho!  
Yeo ho! lads, heave ho!  
Yeo ho! lads, heave ho!

#### CHORUS:

Yo ho, yo ho!  
Yo ho, ho ho!  
Oh oy, ah oy!  
Oh, oh, oh oy!  
Ho yo, ho yo!  
Ho yo, yo yo!

With a tum-diddy, tum-diddy, yeo.

—Anonymous.



# DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ PRIDE, Alfred M., VADM, USN, for the performance of exceptionally meritorious service to the government of the United States as Commander Seventh Fleet from Dec 1953 to Dec 1955. Admiral Pride was instrumental in maintaining the Fleet in a high state of combat readiness at a time when it was repeatedly under orders to prepare to support the defenders of the Tachen Islands. When the evacuation of the islands was carried out, he personally supervised and directed the removal of civilians, military personnel and equipment within a period of three and one-half days while his combat forces provided air and surface cover. As Commander United States-Taiwan Defense Command, he was directly responsible in implementing United States policy in cooperation with the Government of the Nationalist Republic of China for the defense of Taiwan.

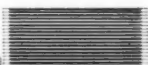
## Gold star in lieu of second award:

★ DAVIS, Arthur C., VADM, USN, for the performance of exceptional service to the government of the United States as Deputy Assistant Secretary of Defense (International Security Affairs) from 20 Apr 1954 to 29 Sep 1955. Exercising administrative and planning ability of the highest caliber, Vice Admiral Davis was successful in carrying out his many and exacting assignments. During the Geneva negotiations relating to the Dien Bien Phu siege in Indo-China, he was personally instrumental in charting a wise course of action for the United States when Western Nations were placed in the critical position of negotiating a settlement. He served as adviser to the Secretary of State in high-level meetings in Paris which established the background for the Geneva 'Summit' Conference.

## Gold star in lieu of fourth award:

★ CARNEY, Robert B., ADM, USN, for exceptional service to the government of the United States as Chief of Naval Operations and Member of the Joint Chiefs of Staff for a period of two years commencing 17 Aug 1953. Exercising the highest quality of command leadership, Admiral Carney displayed foresight and keen understanding in

directing the unified commands for which he was the executive agent. He participated in the formulation of strategic plans for the defense of the United States and the establishment of policy dedicated to maintaining peace and freedom throughout the world.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

## Gold Star in lieu of third award:

★ MILES, Milton E., RADM, USN, as Commander Task Group 84.7, Yucatan Peninsula and Tampico, Mexico, United States Military Joint Disaster Relief Operation, from 30 Sep to 20 Oct 1955. Admiral Miles skillfully coordinated and directed the joint forces under his command in carrying out rescue operations following the hurricane and flood disaster.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ GORDON, Erving L., LT, USN, as a pilot during operations against enemy Japanese forces in the Pacific War Area from 8 Jun to 15 Aug 1954.

## Gold Star in lieu of third award:

★ JOHNSON, Clarence R., LT, USN, as a pilot and section leader of night attack bombers attached to Fighter Squadron 194, based aboard the *uss Boxer*, during operations against enemy aggressor forces in Korea on 26 Jul 1953.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BANKS, William S., BM1, USN, for heroic conduct in rescuing a shipmate from drowning at Cannes, France, on 4 Jul 1955.

★ CATA, David, BM2, USN, for heroic conduct in rescuing an aircrewman from drowning in waters off the coast of Delaware on 7 Dec 1955.

★ COBB, Carlin J., EN3, USN, for heroic conduct while serving on board *uss Pomodon* (SS 486) during a series of explosions in that vessel on 20 Feb 1955.

★ DUNBOROW, James W., CDR, USN, for heroic conduct in rescuing a seven-year-old boy who had fallen through the ice near Norfolk, Virginia, on 23 Dec 1955.

★ FREEMAN, Peter H., LT, USN, for heroic conduct in attempting to rescue a victim of an explosion on board *uss Pomodon* (SS 486) on 20 Feb 1955.

★ NEWBOLD, John R., AD2, USN, for heroic conduct in rescuing a pilot from a burning aircraft at Olathe, Kans., on 21 Aug 1955.

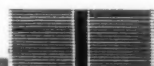
★ RIDLER, George M., AD1, USNR, for heroic conduct in rescuing a pilot from a burning aircraft at Olathe, Kans., on 21 Aug 1955.

★ TALLADINO, Pasquale, EN2, USN, for heroic conduct in attempting to rescue a victim of an explosion on board *uss Pomodon* (SS 486) on 20 Feb 1955.

★ THOMAS, George E., FN, USN, for heroic conduct in an attempt to save a crewman on board the *uss Rockwall* (APA 230) on 21 Sep 1955.

★ WHITE, Lloyd R., LT, USN, for heroic conduct on 20 Feb 1955 when a series of explosions occurred on board the *uss Pomodon* (SS 486).

★ ZELIFF, Howard W., AD2, USNR, for heroic conduct in rescuing a pilot from a burning aircraft at Olathe, Kans., on 21 Aug 1955.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ERLY, Robert B., CDR, USN, for meritorious achievement as commanding officer of *uss James C. Owens* (DD 776) against enemy forces in North Korea from 7 to 10 May 1952. Combat "V" authorized.

★ FERGUSON, John A., CDR USN, for meritorious achievement as commanding officer of a Patrol Bombing Squadron in Western Pacific Waters against enemy Japanese forces from 26 Apr to 1 Jul 1945. Combat "V" authorized.

★ REIFF, Delma E., HMC, USN, for meritorious service in Korea from 6 Dec 1952 to 23 Sep 1953. Combat "V" authorized.

★ SECRIST, G. H., MRFN, USN, for meritorious service in Korea from 1 to 22 Nov 1950. Combat "V" authorized.



## SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

TECHNOLOGICAL ADVANCES and years of experience have brought about a new concept of search and rescue techniques and a major reorganization in the USAF Air Rescue Service.

The reorganization places greater emphasis upon helicopters, with the general area and route search concept employing large, self-sufficient units at relatively few bases within the United States, giving way to a program of versatile air rescue detachments dispersed throughout the country. Helicopters at 55 bases in the United States and at designated overseas bases will provide a more readily available rescue effort.

The use of the additional helicopters in the Air Rescue program will reduce the number of fixed wing aircraft now used. The cost of the operation will be reduced through the smaller number of personnel needed to operate the helicopters and the lower cost of helicopter operation.

Helicopters also will supplant crash-rescue boats in the new program.

The overseas Air Rescue Service units will remain relatively unchanged because of the greater distances and the more complex requirements involved in rescue work.

★ ★ ★

A "FLYING TEST BED" which can take off straight up and land without any ground run is being built for the Army.

The research aircraft, known as a *Vertiplane*, will be able to take off and land vertically by using the deflected slipstream principle. This involves using large propellers and double retractable wing flaps.

The Army plans to use the medium speed plane for light passenger and cargo transportation.

Like the helicopter, the *Vertiplane* can hover, make full transition from vertical to horizontal flight and fly forward, backward and sideways. It is expected to be faster, have a greater range, altitude and endurance than rotary-winged aircraft.

With the exception of its wings, the Army's new VTOL (vertical take off and landing) aircraft will look similar to most light conventional planes. Its wings have large flaps which extend far below and to the rear of the wing trailing edge. They are located in such a way that the propeller slipstream can be deflected 90



SHARP ONE—Latest supersonic F-104A Starfighter has razor-sharp wings needing felt covers on land.

degrees during take-off, hovering and landing. For transition into horizontal flight, the flaps will retract as the plane picks up speed.

It will join the ranks of other experimental VTOL planes such as the XV-1 convertiplane developed under joint Army-Air Force contract.

★ ★ ★

WHAT HAPPENS when raindrops hit a guided missile or plane traveling twice as fast as the sound of thunder?

To find the answer, the Air Research and Development Command has come up with the fastest thing on earth—a rocket-powered sled that roars through an artificial rainstorm at Mach 2, or 1560 miles per hour. The new record eclipses a previous mark of 1280 mph, also set by a rocket sled.

The world's fastest ground vehicle has now reached Mach 2 in three different runs on a 10,000-foot experimental track at ARDC's Air Force Flight Test Center in California. Made up of a pusher and a sled, the test vehicle is propelled by 12 rockets, each developing 11,000 pounds of thrust. It is held in place on parallel rails by steel "slippers."

Five rockets on the pusher give the vehicle a speed of 620 mph in the first 950 feet of its run. At that point two knife edges on the sled cut a bronze screen stretched across the track. This breaks a circuit, sending 600 volts through the line to ignite the seven rockets on the sled. These boost the speed to Mach 2 by the time the vehicle reaches the 3800-foot mark.

For the next 1200 feet, nozzles on each side of the track create a spray equivalent to about 16,500 feet of one-inch rainfall at that speed. The rockets on the sled burn out at from 4000 to 4500 feet, but momentum continues to carry the sled through the "rain" at Mach 2. Then, at 8000 feet, the water brake takes hold and the sled splashes to a halt only two or three hundred feet from the end of the track. The entire run takes less than seven seconds, with the dash through the rain lasting only half a second.

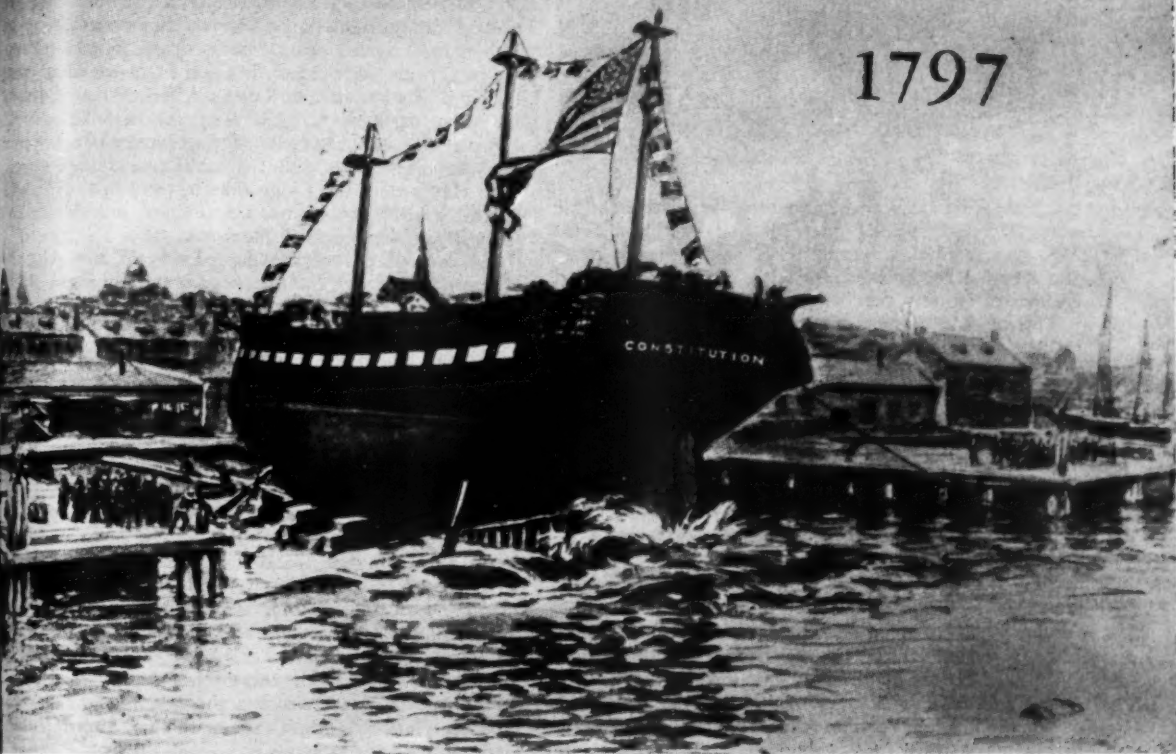
The sled was constructed this January to meet the need of full-scale rain erosion tests. In the past aircraft and missile parts were fired through a water spray, but large parts couldn't be tested this way. Now, by mounting them on the front of the sled, much larger parts can be run through much tougher tests.



ARMY SNOW train can carry 12 tons in each trailer. All wheels are individually driven by electric motors.

## SHIPBUILDING IN THE NEW NAVY

1797



An account of the construction of USS Constitution and the development of ship-building facilities in early America, including the origin of the historic Boston Navy Yard

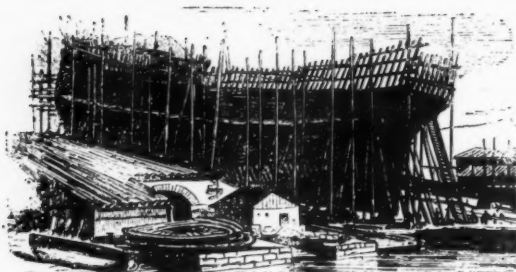
"In November 1873, when about completing a tour of duty at the Boston Rendezvous, on the solicitation of Commodore, now Rear Admiral, C. R. P. Rodgers, then Chief of the Bureau of Yards and Docks, and with my willing assent, I was ordered on "special duty" to write the History of the Boston Navy Yard, one of a series of the Histories of our several naval establishments.

"Having been much and intimately connected with the Yard at different times, in the several capacities of Assistant to the Executive, General Inspector, Equipment Officer and Commander of the Rendezvous, I undertook the task with pleasure. I was however soon ordered to the command of the Philadelphia Navy Yard and League Island Station, which interrupted and delayed the progress of my work and placed me under difficulties in gathering the necessary facts. Having promised, I felt I ought not to relinquish the task which had been assigned me, and determined if possible to complete it. This volume is the result of my labor continued amid the interruptions of official duties, and as the recreation of after-office hours." [George Henry Preble.]

From *A History of the Boston Navy Yard*, by George Henry Preble, Naval Records Collection, made available through the courtesy of the Navy Section, National Archives, Washington, D. C.

THE FIRST VESSEL of size sufficient to navigate the ocean launched from the shores of New England was "a faire pinnace of thirty tons" called the *Virginia*, which according to Strachey, was built by the Popham colony at the mouth of the Kennebec River in 1607. This was 13 years before the landing of the Pilgrims at Plymouth, and seven before the discovery of Charles River by Captain John Smith. She made a successful voyage across the Atlantic the same year, and the records of the Virginia Company mention "a boat built in the North colony" as having sailed from Plymouth in England June 1st 1609 with passengers for Virginia, which has been considered the "faire pinnace" above named.

The ship carpenter who came over to the Plymouth people in 1624 soon died, but not until he had built two shallops. One of these was employed in the fall of the next year to carry a load of corn on a trading voyage to the Kennebec River. She had "a little deck over her amidships to keep ye corne drie; but ye men were faine to stand it out in all weather without shelter." The next year they "tooke one of ye biggest of these shallops and sawed her in ye middle, an so lengthened her some 5 or 6 foote, and strengthened her timbers, and so builde her



18TH CENTURY Navy needed best wood for strong ships.

up, and laid a deck on her, so made her a convenient and wholesome vessell, very fitt and comfortable for their use, which did them service seven years after; and they got her finished, and fitted her with sayles and anchors ye ensuing year."

This method of repairing and extending a vessel and making her convenient and comfortable will be recognized as one that has descended to our own time, and is still being practiced in our government dock yards. [See, for example, p. 64 of the May 1956 issue of ALL HANDS, in which reference is made to the lengthening by 50 feet of USS *Ulna* (SS 428).—Ed.]

\* \* \*

GOVERNOR WINTHROP sailed from Cowes, Isle of Wight, on April 8, 1630, and on Saturday June 12, he reached Boston Bay. The first important event recorded by him after his arrival is "June 17th (a day now celebrated as the anniversary of the first great battle of our revolution) went up Mystick River about six miles," and then, by a singular coincidence, he records the launch, in July 4th 1631, on the banks of the Mystick at Ten Hills Farm, of *The Blessing of the Bay*, the first vessel of the infant colony; and on August 9th "The Governor's bark being of thirty tons, went to sea." She was built by subscription and cost 145 pounds, and her owner said of her on July 16, 1636: "I will sell her for 160 pounds." From this increase of value it is evident she had suffered no deterioration from her five years' wear.

The identical ways from which the *Blessing of the Bay* was launched were in a fair state of preservation, only a few years since. She was built of locust timber, cut upon the farm. All the ships built at Medford, owing to a bend in the Mystic River, are obliged to pass within pistol shot of the old ways and place where she was built. They should salute with their flags in passing this

cradle of American ship building. *The Blessing of the Bay* was converted into a cruiser against pirates, and may therefore lay claim to the honor of having been the first American vessel of war.

\* \* \*

EDMUND HART's shipyard [which preceded Boston's Naval Shipyard] will be forever famous as the place where the Frigate *Constitution* was built. The Harts were a family of shipwrights, besides Edmund there were Edward, Zephaniah, and Ralph the Mast-maker. Edmund lived opposite his yard, in what was then Ship street. Before the establishment of government dock yards, private yards were used for building national vessels, and Hart's went for a long time by the name of "Hart's Naval Yard." The frigates *Constitution* and *Boston* and brig *Argus*, were all built there.

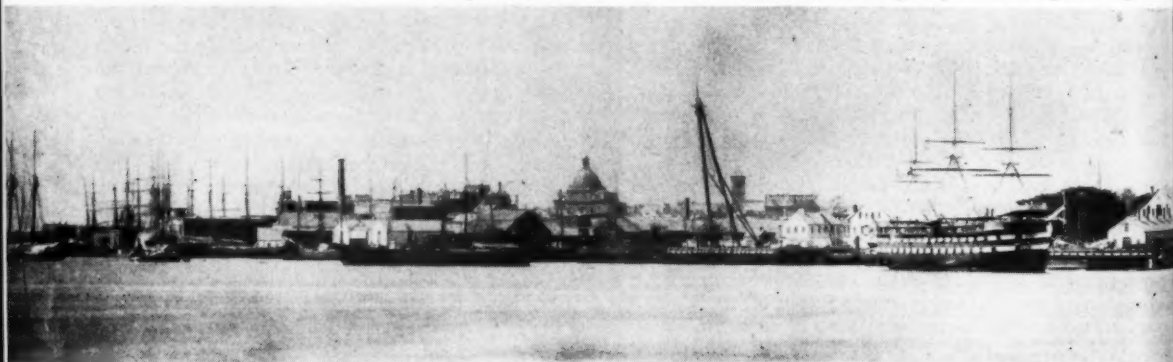
In consequence of the depredation of the Algerine Corsairs, upon our commerce, an act was passed at the Third Congress, to provide, by purchase or otherwise, four ships, two to carry 44 guns, and two to carry 36. The keel of the *Constitution* was accordingly laid by Mr. Hart, in November of that year, and preparations made for setting her up.

The first official mention of the *Constitution*, by name, that I have been able to find, dated January 25, 1797, . . . states: "The Frigate building at Boston called the *Constitution*, is in such a state of forwardness, that it is supposed that she can be launched in July, and it will be two months after, before she can be put in condition for sea, and to complete her exclusive of men and provisions, will require \$96,671.71." The Committee (of Enquiry into the state of Naval Equipment, etc.) therefore reported a resolve to appropriate a sum sufficient to finish her and equip her for sea. The next official mention of her is in the Act of July 1, 1797, approved by President Adams, which authorizes him to cause the frigates *United States*, *Constitution*, and *Constellation* to be manned and employed.

The *Constitution* was designed by Joshua Humphries of Philadelphia, and constructed under the superintendence of Col. George Claghorne of New Bedford. Captains Barry, Dale, and Truxton of the Navy, agreed with Mr. Humphries upon her dimensions, and Mr. Humphries prepared the drafts, moulds and building instructions.

Joshua Humphries, the Constructor, in his report dated December 23, 1794, says: "As soon as Congress had agreed to build the frigates, it was contemplated to make them the most powerful, and at the same time the most

VIEW of the waterfront of the U. S. Navy Yard, Boston, in the 1870s. Note the Receiving Ship *Ohio* in right foreground





useful ships. After most extensive researches, and mature deliberations, their dimensions were fixed, and I was directed to prepare the draughts; which was accordingly done and approved. These plans appear to be similar with those adopted by France, in their great experience in naval architecture; they having cut down several of their 74s, to make heavy frigates, making them nearly of the dimensions of those for the *United States*. From the construction of those ships, it is expected the commanders of them will have it in their power to engage or not, as they may think proper; and no ship under a 64, now afloat, but what must submit to them; these reasons are paramount to all objections, and annihilated opposition."

It was next decided, that the frames should be of live oak and red cedar, which might be computed to last 40 to 50 years. The keel, keelson, beams, Planking, etc., of best white oak, decks of the best Carolina pitch pine, under the guns of oak. John Morgan, a master shipwright of Boston, was sent to Savannah and Charleston, to procure the live oak and red cedar, and pitch pine materials, for these frigates, on a salary of \$2000. The moulds for all the frigates were made in one loft, hired for the purpose, and thence shipped to the ports where the frigates were to be built.

The English report, that these frigates were 74s in disguise, had therefore some foundation in fact.

The original draft of the *Constitution* was changed at the suggestion of Colonel George Claghorne, to whom her construction was confided. A portion of the timber used in her construction was taken from the woods of Allentown, on the borders of the Merrimac, 50 miles from the ship yard. Paul Revere furnished the copper bolts and spikes drawn from malleable copper by a process then new. And Ephraim Thayer, who had a shop at the South End, made her gun carriages. Isaac Harris, who worked as an apprentice in the Mast Yard, in 1797, put new sticks into the frigate during the war of 1812. To him, it is said, belongs the honor of first applying in this country the important improvement of making ship's masts in sections. He constructed the first shears, used at the Navy Yard at Charlestown, for placing the heavy masts of war vessels in position. The anchors were made in Hanover, Plymouth County, Mass. Mr. Hartley, of Boston, father of a subsequent naval constructor, assisted Colonel Claghorne, and Captain Samuel Nicholson who was appointed her first commander, exercised a general supervision. Edmund Hart was the Master Carpenter. Her sails were made in the Old Granary Building, at the corner of Park and Tremont streets, where now stands Park Street Church as no other building in Boston was large enough. The duck, for the sails of the *Constitution*, was made by an incorporated company in Boston, for which they erected buildings on a large lot in Boylston Street, at the Corner of Tremont.

The Messrs Skillings of Boston were the carvers of the figure-head and stern ornaments, and of the cabin. She first carried at her prow a figure of Hercules with uplifted club. This was shot away before Tripoli, and seems to have been exchanged at the beginning of 1812 for a Neptune, which is alluded to in the old song:

"By the Trident of Neptune, brave Hull cried, let's steer

It points to the track of the bullying Guerriere."

She subsequently bore a plain billit [scroll head] now preserved in the Navy Yard (since removed to the Naval Academy, Annapolis).



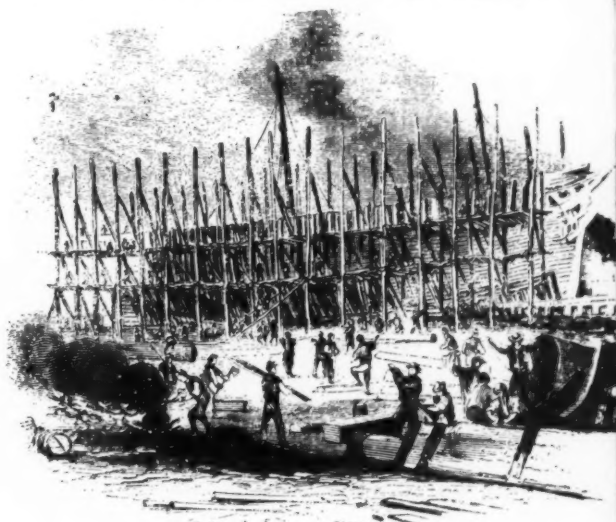
CRAFTSMEN OF 1797 used oak and cedar for interior.

The first battery of the *Constitution*, and which she carried through the war of 1812, and long after, was of English make, and bore the monogram G. R.

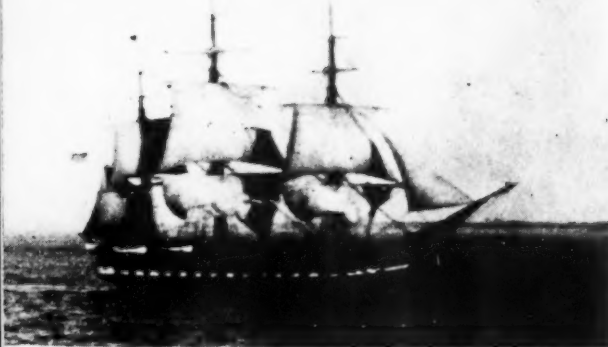
At length, the 20th of September 1797 was the day announced by Col. Claghorne for the launch of the *Constitution*. Commodore Nicholson who had the general superintendence of her construction, left the ship yard to get his breakfast, leaving express orders not to hoist any flag over her until his return, intending to reserve that honor for himself. Among the workmen upon her was a shipwright and caulker, named Samuel Bentley, who assisted by a comrade named Harris, bent on and hoisted the Stars and Stripes during the Commodore's absence, and thus they were first floated over that now historic ship; when the Commodore returned, and saw his order disobeyed, and his intention disappointed, we can imagine his wrath, and will believe that he expressed himself in word more strong than polite to the offending workmen.

People poured into town from all quarters to witness the launch. The day was pleasant but cold, and the

WOODEN SCAFFOLDING surrounded the growing ship.







USS CONSTITUTION'S final cruise across the Atlantic was made in 1878, after she had been partially rebuilt.

neighborhood wharves were crowded with spectators, who received warning that the passage of the vessel would create a swell that might endanger their safety. About 600 people went over to Noddles Island, where they could obtain a fine view of the launch. At high water, 20 minutes past 11, the signal was given, but the ship did not start until screws and other machinery had been applied; and then she moved only about 27 feet.

Mr. Claghorne writes the Secretary of War: "Concluding some hidden cause had impeded her progress, and the tide ebbing fast, I decided it to be most prudent to block and shore her up and examine carefully into the cause of the stopping and found that the ways which had not before received any weight, had settled about an inch, which added to some other cause, of no great importance in itself, had occasioned the obstruction." Her colors were then hauled down, and the multitude dispersed with disappointment and anxious forebodings.

The next day after due preparation, the ship was raised two inches, in 50 minutes, by means of wedges; her bilgeways were then taken out, and the apparent defects removed. All things being in order, a second attempt was made on the 22nd, and upon the removal of her supports, she moved freely for about 31 feet, and then as though reluctant to enter her destined element, stopped. On examination, it was found, the ways erected on the new wharf, which had been built for her to pass over only, and not to rest upon, had settled about one and five eighths of an inch, which the descent of the ways was not calculated to overcome. The vessel might have been forced off, but the Constructor decided not to attempt a measure so hazardous.

Owing to an accident to the Frigate *United States*, launched at Philadelphia, by which she ran off the ways an hour before it was intended, damaging her keel and injuring several people, the ways of the *Constitution* had been laid too level to avoid a similar accident. Col. Claghorne, in his report says, "I had formed the inclined plane upon the smallest angle, that I conceived would convey the ship into the water, in order that she might take her plunge with the least violence, and thereby prevent any strain or injury; I must now give the ways more descent, which will remedy the defect

occasioned by the settling of the new wharf; and I am fully confident that the next trial at high tide in October, will be attended with success. In the meantime, I shall proceed in completing the ship on the stocks."

Saturday, Oct. 21, 1797, a third and successful attempt was made to launch her. The day was lowering and cold, with an easterly wind and but few people assembled. Among the shivering boys who witnessed the launch, as he himself told me, was the late George Ticknor, who though cautioned beforehand was nearly swept off the wharf on which he stood by the wave raised by the descending vessel as she made her plunge into the water.

A few dignitaries, specially invited, gathered within the narrow limits of the yard. At half past 12 pm, all was ready. Commodore James Sever stood at the heel of the bowsprit, and, according to a time honored usage, baptized the ship with a bottle of choice old Madeira, from the cellar of the Hon. Thomas Russell, a leading Boston merchant. A few invited guests, among whom were some ladies, stood on the vessel's deck. At a given signal, the ship slid along the ways, and glided smoothly into, and rested gracefully upon the water, amid a chorus of cheers from the spectators.

The *Constitution*, cost when ready for sea, \$302,718.84. She first moved under canvas July 20, 1798, and proceeded to sea on her first cruise, under the command of Commodore Samuel Nicholson, August 13 of the same year.

The Frigate *United States*, built at Philadelphia, cost \$299,330.56.

The following detailed estimate of the expense of building and equipping a 44-gun frigate in 1798, may therefore be applied to either of these ships, launched in 1797:

Timber, and every other material of wood, except masts .....	\$50,000.00
Labor, for building and fitting the hull and rigging the ship .....	80,000.00
Smith's work, including iron .....	21,000.00
Anchors .....	2,788.80
Masting .....	5,776.00
Sailmaker's bill .....	12,000.00
Carver's bill .....	800.00
Tanner's bill .....	500.00
Painter's bill .....	1,444.00
Cooper's bill .....	3,419.74
Blockmaker's bill .....	2,160.00
Boat Builder's bill .....	1,000.00
Cordage bill .....	37,000.00
Plumbing bill .....	1,444.00
Ship Chandlery bill .....	5,776.00
Turner's bill .....	577.60
Woolens for sheathing .....	600.00
Making gun carriages .....	912.00
Cannon and military stores .....	28,880.00
Contingencies, kentledge, camboose, etc. ....	18,921.81
Sheathing, copper nails, and rudder braces ....	20,000.00
	<b>\$295,000.00</b>

\* \* \*

THE SITE OF THE PRESENT [Boston] NAVY YARD.—The purchase made by the United States, for the site of the Boston Navy Yard, was originally called Moulton's Point, from Robert Moulton, a ship car-

pen-ter who was sent out to the Massachusetts Company in 1629 as the head of six shipwrights, as previously mentioned, and was allotted that point of land, possibly because so well adapted for the use of himself and his companions. He was probably the Robert Moulton who was first a captain and subsequently a Vice Admiral under Blake in the Navy, and Master Attendant at Portsmouth Dock Yard, England. He was made a freeman May 18, 1631 and was in 1634 a member of the General Court from Charlestown, without the title of Mister.

The point was quite early selected for a fortification, and a small battery, or as it was called, a sconce, was thrown up and armed with light pieces. In 1631 it was concluded to build a fort "on the hill at Moulton's Point, and mount the six guns left by the Company last year upon the beach of this town for defense, in case ships should come up on the back side of Mystick River." However, the next year the project was abandoned.

[Nevertheless] in 1634 the General Court ordered the Battery to be built, and appointed a committee to locate it, and lay out the works.

The guns were taken from the Battery in 1687, and were in 1690, on petition of the Selectmen, ordered to be restored, and the court abated its proposition of two single country rates, to compensate it for the damage done to the battery and towards repairing it. But all the guns were not replaced until 1696, when efficient measures were taken to rebuild the ancient fortification. Three sakers that had been carried away and mounted in Boston, and another piece of ordnance taken at Port Royal, were ordered to be delivered to the town officers.

In December 1730, Commissioners appointed by Governor Belcher reported that the Battery in Charlestown was entirely laid waste, but recommended it be rebuilt in the same or some more convenient place. They also reported as its armament and stores, three 18-pounders, three eight-pounders, 65 eighteen-pound shot, 10 chain shot, a lot of gun apparel, and an old shattered flag.

The guns were secretly removed from this battery by the patriots in the autumn of 1774, without exciting the least suspicion on board the British vessels of war in the stream as to what was taking place. Upon the evacuation of Boston by the British, this was one of the points which Washington directed his Chief of Artillery to occupy.

In connection with the account of the Battle of Bunker Hill, it was styled Mereton's, or Morton's Point, it being the point where Howe's main body landed that day. At noon, when it would seem that the provincials ceased to work on the redoubt, 28 barges left Long Wharf and the North Battery, then called Merry's Point, and made for Moulton's Point, the most feasible and best protected landing place. The barges were crowded with British troops, all splendidly appointed, with glittering firelocks and bayonets, but overloaded for the hot work before them and the hot sun over them, with arms and ammunition. They carried a hundred pounds of provisions, enough to last for three days.

Their regular and uniform appearance, with six pieces of ordnance shining in the bows of the leading barges, presented an imposing and alarming spectacle. A portion of this force had been retained on board of the transports and was landed for the first time in Charles-

town, and the first spot of American soil upon which many of them trod, gave them their graves. This detachment landed at Moulton's Point, about one o'clock, defended by the shipping, and wholly unmolested. The lower ship house marks the beach where these choice troops left their boats.

The cannon balls furnished, by a provoking act of carelessness, were found too large for the pieces, and were at once returned and were not replaced in season for the first action.

While waiting for reinforcements, the British Soldiers stretched at their ease upon the grass, ate in peace their last meal, refreshing their thirst from large tubs of invigorating drinks, a tantalizing sight to the hungry and thirsty provincials. It was nearly three o'clock when the barges returned. The whole number of British troops landed did not fall short of, and probably exceeded 5,000.

The six pieces of British artillery [in the Battle of Bunker Hill] were stationed at first upon Moulton's Hill, of which the Point was the spur. The hill has, in the march of modern improvements, been leveled and no longer exists, but it was about 35 feet in height in 1776. Old plans and drawings show its contour. The *Falcon*, ship of war, covered the landing at Moulton's Point, and the *Lively* of 20 guns and 130 men, was anchored in front of the present Navy Yard and covered the landing of the reinforcements.

Many of the slain [in the fighting at Bunker Hill] were buried within the dock yard enclosure.

**44-GUN FRIGATE**, called "Old Ironsides," comes to final rest at Boston Navy Yard after a century of service.



# TAFFRAIL TALK

Not long ago (in the April issue, as a matter of fact), we raised our editorial hat to publications originating in and around Adak. We pushed forth the hypothesis that "fresh, cool air" might have something to do with their real cool approach.

Now, we're not so sure. We've been enjoying the acrid comments of the *Torii Teller's* movie editor more than we do the movies. Snarls "Cinemascoop": "As sudsy a soap opera as has ever hit film. Bring your hankies (or at least a washrag)." Or: "The 'spoilers' always go around ruining things and they really do a bang up job with this one." Again: "—— sings like a frog with a man in his throat." And: "It's (140 minutes) too long." "It has three redeeming features: two short subjects and a low admission price."

What's the mean temperature at NAS Iwakuni, Japan?

★ ★ ★

Further refreshing candor may be found at Oak Knoll, U. S.



Naval Hospital, Oakland, Calif. To improve hospital service wherever possible, every patient is invited to tell the commanding officer what he thinks about the service.

A mimeographed sheet titled "Your Reaction, Please!" invites each patient to rate the hospital on nursing care, food, courtesy, housekeeping, general atmosphere and other factors that affect the patient's health and morale. A series of faces expressing joy, less joy, indifference, mild disgust and complete despair are provided so that the patient may answer each question by merely circling the way he felt during his stay. Space for comments is also provided. The patient's reaction does not include his signature.

Hate to give our "patients" such an opportunity.

★ ★ ★

Our Department of Irrelevant Statistics has come up with the disturbing suggestion that time isn't what we think it is. A second is defined as 1/86,400th part of a day, as measured by timing the revolution of the earth. But someone has figured out that the earth doesn't turn at an exact and changeless rate. Early in the year it spins more slowly than it does toward the end of the year. Its rate wobbles over longer periods, too—as much as 30 seconds in 200 years. And very gradually, the earth is slowing down.

As it slows, the day lengthens slightly, and thus also the hour, minute and second. In 2000 years, the cumulative deceleration has amounted to several hours.

Seems to us that they're going to a lot of trouble for nothing. Everyone knows how time drags around 1630.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air. Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

**ALL HANDS** the Bureau of Naval Personnel Information Bulletin, with approval of the Bureau of the Budget on 23 June 1955, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. References to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given. **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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The Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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• AT RIGHT: GIG OF USS Sierra (AD 18) gets a once-over. Crew members A. L. Sievert, BM3, USN, and B. C. Brown, SN, USN, make the gig ship-shape.

**ALL HANDS**

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